Date received	Communication	Contacts
01/27/2022	Hi, I live at 1st and Thomas and am very excited for light rail connections in the neighborhood. I currently do not have a car and rely on biking and transit to get around. My comments would mostly be about tunnel/station depth. I think elevator only access sounds pretty unappealing, as well as long transfer times between stations or even getting above ground. In the long run I feel like shallower stations will make the system feel better incorporated into our city. As for station locations, I like the station in the Seattle Center. It's probably too late, but it would be really nice to have it even further east by the fountain. I do like the idea of the Smith Cove Station from the other alternatives SIB-2 or SIB-3 with some additional connections to Queen Anne and Elliot Way/15th ave improvements. Personally I think 15th ave elevation would be awesome to improve the whole feel of Interbay. Thanks, Parker.	Parker Ammann
01/27/2022	I am a homeowner in Ballard just a few blocks from the proposed site. I STRONGLY prefer the tunnel option at 14th Ave. It seems like the best and most cost effective option with least disruption to the neighborhood.	Christopher Borgia
01/27/2022	Please keep the Ballard link off of 14th NW. It may be fine until it reaches 14th NW and NW 57th, but thereafter it will encounter significant issues: viz. the park on 14th between NW 59th and 61st and the entire sports complex at Ballard High School between 65th and 67th. Save the park and the athletic fields--keep the link on 15th where it may move forward without disrupting the life of the sommunity.	David Madsen
01/27/2022	I prefer the Other Draft EIS alternatives as it is much closer to Seattle Center and Interbay junction with Dravus and 15th. THanks.	Mark Russo
01/27/2022	I wish to comment on the DEIS as it relates to the Ballard portion of the extension. I strongly prefer route alternative IBB-2a. It provides the least disruption of maritime industries, housing, and traffic. Minimizing adverse impacts to key EIS components of economic, housing, and ongoing noise/vibration disruptions are important for compliance with SEPA/NEPA. None of the remaining proposed alternatives are acceptable given the relative impacts to SEPA/NEPA protected environmental issues. In terms of the DEIS itself, the environmental impact analysis is wholly deficient because it does not quantify the economic impact to businesses, employees, and displaced residents under each of the Ballard segment alternatives. While certain businesses are listed as being impacted under various alternatives, no dollar values are ascribed to the impacts. Overall, the DEIS unacceptably glosses over the fact some or all of these business will have to close permanently as part of the disruption. Furthermore, the DEIS fails to adequately point out a viable alternative exists (IBB-2a) which minimizes all these economic impacts. As a result, the DEIS is improperly skewed towards the alternatives stated as preferred. This violates not only the spirit of the EIS process, but also the letter of the law requiring the document to provide a fair assessment of the environmental impacts of the alternatives. This fair assessment is impossible unless quantifiable impacts are enumerated and tables are constructed showing those enumerated impacts across the alternatives. While the example used above focuses on economic impacts, the same criticism can be made about other sections of the EIS as well. This draft should not be allowed to move forward to the final stage without these errors and omissions being fixed. Once the economic impacts are properly enumerated and the DEIS is edited to show tables comparing the economic impacts of the alternatives, the comment period should be re-opened prior to the finalization of the EIS.	David Miller
01/27/2022	This plan would connect the huge gap in traveling across downtown seattle and would open the area to all of seattle and the surrounding area. Please make this happen!	Cade Santha

01/27/2022	There are a number of different pros and cons to the currently planned alignments, and there are a few specific aspects I want to note. For West Seattle, the Medium Tunnel 41st/Andover St Lower Height alternative feels like a very obvious choice. It is the same cost as the current preferred alternatives with fewer home displacements and a more centralized Junction Station. As your own graphic shows, it is high performing in every category. The trench station at Avalon and shallow underground station at Junction would also integrate much better into their respective communities than elevated rail lines. Ideally a trench or subway alternative would be provided for Delridge, but with the current options the shortest possible station height would be preferable. At the other end of the expansion project, the Ballard station should be on 15th as it is both a more centralized location and can more easily provide connections to busy bus routes, like the D RapidRide. While the tunnel alternatives are more expensive, they will better facilitate future extensions northwards when compared to the challenges of extending elevated rail through North Seattle. Most of the other preferred alternatives seem reasonable, with a couple of exceptions. The stations in downtown need to be as shallow as possible. If people have to spend several minutes just to get down to the platforms, they will not want to choose light rail. This is particularly important at Midtown, where it is proposed that passengers would only be able to access the station via elevator. The Seattle Center station in the preferred alternative should be moved a block west, both to better connect to "Uptown" and bus routes on Queen Anne Ave and because hiding the station away next to the arena is not necessary. As a final note, the article linked below details my concerns about the use of light rail technology on the WSBLE. Because the expansions are already planned to be fully grade separated and stations could be made smaller through the use of automated trains, the expansions should really be combined into a single metro line. The current DEIS alternatives could still be used as automated metro alignments, with the only changes being made to the length and height of station platforms (and the advantage of a tighter turning radius). I know Sound Transit is already quite committed to light rail, but automated metro could provide numerous operational benefits to the region in the long-term. Here is the article: https://www.theurbanist.org/2022/01/27/driverless-metro-a-faster-more-reliable-alternative-for-ballard-and-west-seattle/ Thank you for taking the time to read these comments, and please continue to focus on the rider experience.	Emmett Broustis
01/27/2022	Why is a non-tunnel option the preferred option when the tunnel options cost approximately the same (or less with the 14th tunnel) and use less land? You will make that money back via property taxes on the land you save from bridge development. I would rather have no light rail than to have 2 bridges over Salmon Bay. In addition, a fixed bridge that is so tall that it ends near Market would absolutely destroy Ballard. A tunnel is the only option that makes sense for Ballard and with the current price estimates it is a no-brainer. I would go one-step further and propose investigating a multi-modal tunnel that could incorporate car traffic as well that might be able to be lidded. I don't buy this WSDOT and ST can't share infrastructure. That is insane. If car traffic could be underground, Ballard Bridge could be repurposed as pure bike/pedestrian. A second bridge or a massive fixed bridges that eat up developable land and end at Market are non-starters. The land saved via tunneling could be used to support affordable housing. Don't make a ridiculous decision. A tunnel is the ONLY choice.	James Shuster
01/27/2022	I'm a resident of West Seattle in Pigeon Point. I think the Preferred Alternative to West Seattle looks great since there are no other alternatives that seem less disruptive. It is necessary, however, for there to be a safe, clear and effective bicycle detour for the 22nd Avenue Southwest Street-end and the Delridge Connector Trail. Thank you!	Erin Phillips

01/27/2022	The preferred alternative is the right choice. Wasting billions more dollars to appease wealthy homeowners who insist on a tunnel into Ballard and west seattle is not necessary and will inevitably lead to more delays. Whatever can be done to get the light rail extensions done faster (and spur thinking about the next phases), do that!	Calvin Boerigter
01/28/2022	In light of the article today (01/28/22) in the Seattle Times on the unsustainability of ST related to loss of fare revenue I would urge you to use the route and type of construction that is most economically feasible. Perhaps look at the Crossrail line in London and how that was built. I did read the article that highlighted those issues perhaps some hybrid dig can be achieved. Yes deep bore tunnels would be grand however without funding from state and federal sources perhaps it is not the best going forward. Sincerely, Eric Helgeson	Eric Helgeson
01/28/2022	Can you confirm that the light rail to Ballard won't harm or affect the Interbay golf course? If it does I cannot support the project. Bret Wirta	Bret Wirta
01/28/2022	I love to see that the light rail is coming to Ballard. I have 3 major areas of concern: Disruption of maritime traffic and business Keep Ballard, Ballard Increased pedestrian traffic around 15th Traffic is already affected by boats at the Ballard bridge. Building above ground is only going to add to the traffic issues (as much as one would hope it would decrease it). Reality is that boat traffic will remain and people who need to commute will continue to commute. I support building the underground route coming into Ballard to minimize impact to maritime traffic. Ballard should remain Ballard. Long-time residents have been continually bombarded with changes in the neighborhood. Adding a surface or elevated rail into Ballard is yet another impact that is going to detract from Ballard's history. Pedestrian traffic on 15th and Market is troublesome currently. Adding station at that intersection will exasperate the current traffic situation. Putting the station on 14th will give pedestrian traffic time to disperse before reading the intersection as well as not interfere Rapid Ride bus stops. Thank you for taking the time to review my comments.	Yumiko Saito
01/28/2022	Please consider a tunnel and not a surface rail. Surface rail is very disruptive, and an eye sore. Additionally please consider 14th and Market instead of 15th and Market for the station. 15th and Market is so busy with traffic that adding onto that, especially when the bridge is up, would be a nightmare.	Michelle Rakshys
01/28/2022	Yes please build these new lines. This project looks amazing. I can't wait to get on the link from Seattle Center.	Timothy McDowell
01/28/2022	Hello, I am a homeowner in Uptown/Lower Queen Anne, residing in a unit in a multifamily building on W Olympic Place. I want to voice my support for the preferred alternative for the Downtown Segment, 5th/Harrison. After reading through the residential, commercial, and environmental impacts, it appears that on a whole it will be less disruptive to the community while providing more convenient access to the local amenities. Thank you. -Max	Max Blumen

01/28/2022	IBB-3 is pointless, and we shouldn't even bother with light rail to Ballard with a moveable bridge. The light rail needs to have the benefit of avoiding both road and boat traffic, and ideally not impede road traffic either. I'm strongly in favor of IBB-2a, or either IBB-1a/1b. A lot of midrise development has already occurred west of 15th Ave - by placing the station at 14th & Market you incentivize redevelopment of the "Frelard" area east of 15th and south of Market, ideally with an option to build taller like the U District is now allowed to do. If anyone wants a good example of subway planning, look at Arlington, VA. They have meaningful pockets of density around each metro stop, that would work well with Seattle's little downtown/main street areas in each neighborhood. The other argument for 14th is that, if we have to go with the elevated option, the street has a ready-made median to support it and the project would not disrupt the current bus routes on 15th.	Gregory Lawson
01/28/2022	1: The elevated lines up Genesee (see ES-13) will be insanely ugly. It's not that it's destroying a good view, it's that it's creating an insanely ugly view. Include shadows, graffiti, etc and the negative impacts are substantial. 2: From up the hill, (Genesee and 21st) it is destroying a decent view. 3: The various bridges across the Duwamish all seem "eh, ok I guess" 4: I prefer the placement of the Del-3 and Del-4 stations on Delridge from a practical access/pull area perspective. I have no strong impact/aesthetic opinions on the various station locations. 5: The station options near West Seattle Junction should prefer the farther west options closer to California (i.e, not WSJ-2). California already is the destination and urban village, and the transit needs to focus on serving that area. And a meta comment that's not that limited: I think your cost estimates are off in a systemic way that's causing you to under estimate the costs of building above ground tracks compared to tunneling. Yes, tunneling will be insanely expensive. But building above ground will ALSO be insanely expensive due to property cost increases over time. Over the last several years property values have steadily (~10% y/y) as demand has increased. THIS WILL CONTINUE in the future without substantial changes in housing policy which have to be assumed to be politically unviable. Predictions that it will not are indulging in irrational trust in mean-reversion, which won't apply due to the local macroeconomic conditions (Amazon and other tech companies continuing to grow in the area, pulling in more well paid people to compete for housing, and a complete unwillingness to entertain any suggestions that would actually impact the housing shortage.) As a result, delays increase above ground costs more than they increase tunneling costs. Delays increase above ground costs at a faster rate than the money available increases. An above-ground path will never happen due to cost increases from property-value increases outpacing funding accumulation. When estimating costs, please model the recent (last 10 years) of property value increases and project those out, at least as an informative element for "what if" planning.	Douglas Kilpatrick
01/28/2022	I think the tunnel options are worth the extra cost. On the west seattle side, in particular, its kind of mind-blowing how many new buildings will be displaced by the elevated tracks and stations. For the Ballard side, the tunnel options seem to cost the same now as the elevated options, so I don't understand why anyone would choose the bridge + elevated station options. Less noise when operating, less displacement.	Jon Swanson

01/28/2022	Regarding the West Seattle Link extension. I encourage the use of SW Andover St. as a preferred alternative. That street has been abandoned for a long time and has slowly been taken over by inappropriately parked vehicles and garbage. I strongly believe that the use of that street for the link would be highly appreciated by the North Delridge community as well as have the least impact on local residents. Targeting two birds with one stone, it would clean up an unused, dirty portion of our community as well as brining the link to our area. Thank you for your time and consideration.	Mabell Gomez
01/28/2022	I think the preferred alternative is a great route and plan, I only wish it could have been done already! I know these things take time, but we have to get more cars off the road faster.	ANNELISE ALDRICH
01/28/2022	I am commenting on the West Seattle portion of the plan. As a 10+ year resident and home owner in West Seattle, I believe the the alternatives that utilize a tunnel are the only options that should be considered. Having this be above ground will be far too disruptive in what is already a highly trafficked section of the neighborhood. Again, under no circumstances should an above ground or surface street option be considered. Thank you,	Jill Akridge
01/28/2022	This is a wonderful project for someone that commutes between downtown, uptown and Ballard. The proposed route seems to focus on the core downtown area and part of SLU. However, a good portion of new offices coming up focus on the Dexter area or SLU which is currently out of most common bus routes. A good portion of commuters, who would add more cars to ongoing traffic, would commute into and out of that area and would benefit more from the route currently considered as an EIS draft.	Domenica Mata Rodriguez
01/28/2022	Literally this whole week I've been thinking: "I wish the link connected downtown to Ballard." And BOOM! I got the flier in the mail so clearly it's been on a LOT of peoples' minds! I would be STOKED to see this happen! It would also allow less vehicle congestion in the city, and downtown dwellers without cars could be employed in Ballard without relying on the bus. The bus is slower than the link for one, and also unreliable. Yesterday the bus left my stop 6 minutes EARLIER than the scheduled time (good thing I was early), but this morning it got there 7 minutes late. It's exhausting to try to keep up with the bus system when you're an organized and reliable person who wants to be on time for work, so I approve this plan and am glad it's even being talked about in the first place. The exact location of the stops, I can't say I have a strong preference. Just connecting downtown to Ballard is more than enough.	Leona Lkova
01/28/2022	Don’t build it. Stop and return the money to taxpayers instead. My family is paying an extra $1,000 a year in taxes and will most likely never use this once. Work from home means even fewer people will ever need it. It’s another example of Washington government excess. The vote some years back passed by only a slim margin after heavy lobbying by the government and businesses. If you must build it then make it self funding. Price the rides so that only riders are paying for it. If it is such a good idea then the business case will still work. Thank you for having an open mind about whether it should really exist.	Brian Eccles
01/28/2022	West Seattle portion of the link would be most beneficial if it runs along SW Andover St and up SW Yancy St. It is the least used portion of the community which has caused a lot of people who live out of their cars to park there and has brought a lot of littering to the area. Putting that area to better use, such as the link, would be beneficial as well as least destructive to the homes in the area. Might also involve less private properties to be bought out for the project. Thanks for listening	Victor Ochoa
01/28/2022	I would rather have the "Other draft EIS Alternative" route.	Elizabeth Houck

01/28/2022	As a long time Ballard resident I would most definitely prefer the Tunnel 15th Avenue Station Option. It has the least impact on the Ballard surface which I believe most Ballard residents would prefer. My second choice would be the Tunnel 14th Avenue Station Option. It too has little impact on the Ballard surface. I don't want to see an elevated option in Ballard.	Craig Johnson
01/28/2022	Please consider strongly tunneling as will be done downtown, for the West Seattle extension. This is my preference both esthetically and in order to minimize the dislocation of homeowners and businesses. I am strongly in favor of light rail and mass transit.	Cynthia Thichava
01/28/2022	In reference to Chapter 2 (Alternatives Considered), Section 2.1.2.2 (Ballard Link Extension) and Pages 2-45 through 2-47 (Table 2-2.), the Alternative or Design Option for Interbay/Ballard (IBB) Station regardless whether the final decision is through Preferred Elevated 14th Avenue or Preferred Tunnel 14th Avenue, I still believe the Preferred 14th Avenue station location is the best option as opposed to the Elevated 15th Avenue or the Preferred Tunnel 15th Avenue station location. Reason is pure simple that the 15th Avenue and NW Market Street is already too busy an intersection, which any new stations built there will only add to current pedestrian and vehicle traffic, and not to mention any potential traffic accidents that may occur as safety concern. Thank you for listening!!	Francis Ting
01/28/2022	More stops between 1st ave n and nw market st will make transit trips more appealing as it will make the "last/first mile" part of someone's trip be more walkable instead of looking for buses or other modes of transportation to get to the station needed which would increase trip and influence users to switch to cars. Stops should intersect with bus stops so people would take the bus to go inward.	Omar Kahil
01/28/2022	We need more public transportation period. If any of the preferred alternatives were to open it would be a benefit to our communities. However we must also take into account the ways that gentrification tends to follow the arrival of light rail and subway stops. Communities that are living in neighborhoods that have yet to experience gentrification and displacement should be prioritized in the decision making and consultation process for these light rail options. Tax the rich to service the working communities of the city!!	Grant Gutierrez
01/28/2022	West Seattle needs something so badly. The bridge has been a huge pain. Are there ways to expedite this? What are the options for the next 10 years while this kicks off?	Jeffrey Wolford
01/28/2022	I agree that all presented preferred options are the best possible options for my community in West Seattle	Benjamin Lam
01/28/2022	With all of the condos/townhomes currently being built or just finished, try to avoid the sw avalon route as it seems to have been chosen prior to land use changes/current residential impact, why build hundreds of new residential just to knock them down at a much higher price.	Jensen Vance

01/28/2022	CID resident here. I have been active in this community since 2019 and have seen many evolutions throughout my short time here. The draft EIS proposed many different ways of handling the link extension for this dense, lively neighborhood. Option CID-2b would be the best alternative given the present choices. As a daily commuter, I can let you know that the northbound lane for 4th ave is vital to many people coming in from South Seattle, particularly those who live closer to bus lines vs the rail station (I was one of those people before moving). During morning rush hours, 4th ave experiences congestion that can increase trip time by upward of 15 minutes (I have been there). The bus lane is crucial to properly dividing morning traffic. With that being said, CID-2b is also closer to the intended destination of CID. It would not make sense for the station to surface on 4th avenue as the CID gate, arguably the most important landmark of the neighborhood, is located on 5th ave. How would that affect non-native commuters and tourists?Business displacement would hurt the neighborhood, but none of proposed options are able to avoid that due to the dense nature of the community. The underground tunnel, once completed, will not add the already existing bustle of the neighborhood on game days or weekends. Also, the idea of displacing up to 230 employees with CID-2a, many of whom are restaurant workers who just survived a pandemic, is unappealing. The diagonal configuration is innovative, but not the solution CID needs. If it means displacing CID staples like Chung Chun, Musashi's, or Vital Leaf Tea for 6 months, with no guarantee that they will be able to return, then it is not worth the investment for CID-2a. Lastly, the parking loss is unfortunate, but not the end of the world for many CID residents. I, like many others in this part of the city, do not own a car and rely on transit. Most of the street parking is used by gig-workers or game-day visitors. The lot that CID-2b is most likely to displace (the one directly behind the CID gate on King st.), spends most nights empty. Please proceed with CID-2b!	Nathyn Casillas
01/28/2022	Tunnel is worth it, and i guess 15th is better than 14th, but more importantly, start building it now before it becomes more costly and the next pandemic/earthquake/volcano/tsunami hits	David Gelfand
01/28/2022	For Alaska Junction Station, I prefer 42nd Ave tunnel option, WSJ-3b.	Megan Wood
01/28/2022	Cancel the entire project. Sound Transit does not have the funding to complete these lines. ST is bleeding riders. Why are we paying Billions for a line that won't be used enough to justify the cost?	Mike Smyth
01/28/2022	I live near the routes on 33/Andover. And I really prefer tunnel routes and only tunnel especially with the bridge having so many cracks and concrete issues as it is. The track would just be too high and disrupt too much of the life around West Seattle as well as the views. Please consider the TUNNEL option.	Derek Ross
01/28/2022	Alternative 2 is way too far East. The station was promised to serve the Junction, which is the intersection of Alaksa and California. Anything east of 42nd is too far, which rules out everything but #1 and #4. A tunnel is preferred because it will less unsightly, quieter, and less disruptive during construction. If #1 would destroy both supermarkets (Safeway and QFC) that seems like a problem.	Adam Wuerl
01/28/2022	I want lots of trains running frequently to popular destinations.	Mitchell Henke
01/28/2022	This is a long term investment and the WSJ station should be done like other modern cities and neighborhoods, underground. WS will continue to grow and the WSJ-3b station will provide great access to housing & retail. DEL- 6 seems good for not displacing residents and the lowest amount of employee assuming the Transitional Resources office receives funding to relocate. DEL-4 seems like the best choice due to higher ridership, lower heights (less obnoxious/intrusive) and permanently impacting the golf course (why is a golf course needed here when housing is so difficult?).	Matt O'Laughlin

01/29/2022	Overall the preferred alternatives seem decent in my opinion. In general, I'd suggest going with the lowest-cost option. For International District/Chinatown station, either shallow station would be ideal, as they would offer easier and faster access to passengers. I prefer the 4th Ave option though either shallow station would be fine.	Nathan Odell
01/29/2022	I appreciate all the effort that went into this, and it's very impressive. While there are always small issues, I have a big one. Ignoring First Hill and 3 of Seattle's largest hospitals, their 10,000 workers and thousands of patients, and all the traffic they generate is wrong. I know the station is deep. Build it anyway.	George Harvey
01/29/2022	hurry up. build it. let's not drag this out in old seattle style and try to make everyone happy all the time. make a choice and get on with it. 2. more tunnels yes. less above ground yes.	austin watson
01/29/2022	A better and more economical solution would be to have an aerial monorail from Ballard to West Seattle. This eliminates the need to have deep tunnels through downtown Seattle, and a monorail can handle the steeper grade to West Seattle. It is ridiculous that such an alternative was not considered by Sound Transit.	Michael Lampi
01/29/2022	The WSJ-5 and lower height Andover station DEL-6 appear to be the lowest cost, have the least adverse visual impact and lowest number of displaced homes and businesses. Ideally, the entire project would be tunneled but I understand budget constraints. In the event the Genesee above ground route is selected, my condominium will be eminent domain. How will you relocate a single female, senior citizen on a fixed income and mobility issues who has no mortgage, low HOA Dues and a senior citizen property tax reduction, zero stairs, enclosed-attached garage and elevator, high quality appliances, fixtures, tile, carpet, hardwood, 10" ceilings, recladed and new windows, 2 bedrooms/2 bathrooms, proximity to storage unit and 1/4 mile from bridge on-ramp to both of my businesses/jobs and properties, family, downtown Seattle, medical, dental and easy access to bus, future ST3 station, proximity to area businesses? Even with significant Housing of Last Resort payment over and above Fair Market Value of my current condominium, there is zero inventory in King County that matches what I have now. Moving me to another condo in an area that matches my West Seattle home will require higher HOA Dues and Property taxes that I just cannot afford at this stage of my life.	Debora Robinett
01/29/2022	Include turnstiles in your design! The current non paying customer issue can be mitigated by installing this simple tool that is all so common with other major cities' transit systems. There is no reason to invest funding to hire more fare enforcement officers/ambassadors (and it doesn't matter what you call them), we cannot ensure there is no bias against POC. Sound Transit is irresponsible to continue expanding and operating business as usual without re-imagining how a transit system need to operate given current environments to sustain longevity. Coming back to citizens to ask for more money every few year is not a viable option.	Janet Rogers

01/29/2022	On page 34, under the “Comparison of West Seattle Junction Segment Alternatives” section, in the second paragraph, reads the following sentence: “ Preferred Alternative WSJ-1 would displace a Trader Joe’s and a Safeway, while Preferred Alternative WSJ-2 and Preferred Option WSJ-3b* would displace the Safeway. “ I believe this statement is only partially correct, as the WSJ-2 alternative does not pass by the Safeway on 42nd. WSJ-2, does however, appear to take a path that could displace the Trader Joe’s on Fauntleroy. Furthermore, it looks like WSJ-3b could displace the Safeway, but it doesn’t appear to cross the Trader Joe’s. I’d expect this sentence to read: “ Preferred Alternative WSJ-1 would displace a Trader Joe’s and a Safeway, while Preferred Alternative WSJ-2 would displace a Trader Joe’s, and Preferred Option WSJ-3b* would displace the Safeway. “	Kelly Dunn
01/29/2022	Strongly support the Salmon Bay tunnel alternatives (IBB-2a, IBB-2b) over all surface and elevated options. The tunnels offer the fewest Potential Displacements, visual and shoreline impacts. For the projected additive cost, a tunnel would be tremendous value in terms of minimizing negative impacts.	
01/29/2022	The elevated route to Ballard is absolutely necessary. The pedestrian and bike options from Ballard to Magnolia are overcrowded and downright dangerous. We need a combined light rail and pedestrian bridge like the Tilikum crossing in Portland.	Mary Conrad
01/29/2022	I support this proposal. I only wish it could be expedited. 20 years to get Light Rail to Ballard seems absurd. But I fully support this proposal and would like to see it implemented.	Tommy Owens
01/29/2022	I think these light rails are much needed, especially to west Seattle considering the issue with the bridge. Needs these extensions very much.	Kristal Walton
01/29/2022	My comments relate to the relative merits of the various alternatives evaluated for a number of segments. I'm in agreement with the Board that the preferred alternatives for the South Interbay, Downtown, SODO, and Duwamish segments are the best performing and should be preferred. For the Chinatown/ID segment where no preferred alternative has been selected, both 'deep' alternatives should be dropped from consideration. Given the volume of transfers that will be made at this station from riders transferring between the two North-South lines and the East-West line here, a deep station requiring elevators to access should be a complete non-starter. The diagonal shallow 5th configuration appears to be the most reasonable alternative here. For the West Seattle Junction and Delridge segments, the 'medium tunnel 41st' and 'lower height Andover' alternative should be the preferred alternative going forward. The elevated alternatives in the Junction doom the line to terminating there forever - the line needs to be in a tunnel to make it to High Point and on to White Center and Burien eventually. The other tunnel alternatives have higher impact and cost but little additional benefit. For the Ballard segment, the preferred option should be the 15th NW tunnel. The 14th NW alternatives place the station entrances unacceptably far from the center of Ballard - an entrance on the west side of 15th NW is needed to adequately serve the density that exists and is coming to central Ballard. If an elevated alterative is advanced due to funding issues, the 15th NW elevated alterative should be the one chosen for the same reason.	Dan La Vassar

01/29/2022	I am a West Seattle resident. Upon reviewing the alternatives for the West Seattle Junction segment, I feel strongly that the Fauntleroy Way Elevated Station is by far the worst choice. The visual impacts of an elevated structure at the intersection of Alaska and Fauntleroy would be terrible. Given the large amount of new apartment construction in this location, which is exactly the type of development we need in this location, it makes no sense to blight this area with a large elevated structure. If an elevated route is chosen, the 41st/42nd Avenue route is better. But what really strikes me is the very minor cost difference between the Fauntleroy Way Elevated Station, on one hand, and the Short and Medium Tunnels, on the other. The tunnel alternatives have far fewer impacts, and cost as little as $200 million more. This is not a significant amount in the context of a 100-year project. I note that it was recently reported that Sound Transit and WSDOT are proposing to spend almost $300 million on a single highway interchange in Kirkland. It is ludicrous that Sound Transit would support that expenditure and not a similar or lesser expenditure to create a first-class underground light rail line in a city neighborhood.	Lisa Christoffersen
01/29/2022	This simply is an agreement with the published preferred version of the West Seattle/Ballard Link extensions. I'm on the Thurman Street end of Magnolia. Right now the access to the Ballard Bridge going north and our neighborhood is poor...fraught with perils. Travelling on foot under 15th Avenue NW by the concealed stairs and then crossing the three-way constantly busy intersection between Nickerson street and the bus stop at the south end of the bridge is perilous. The preferred light rail link in pink on the mailer seems the safer, more convenient way for Magnolia people to access the light rail and safely cross the bridge. I vote for that version and hope it survives the cut.	Bonnie McDonald
01/29/2022	I would implore the Sound Transit Board of Directors to modify the preferred alternative on the West Seattle terminus to exclude WSJ-1 (Elevated 41st/42nd Station). Based on the draft EIS (specifically, Page 6-15), the number of businesses, employees, and residential buildings impacted far out weighs the benefit of this location- especially compared to the WSJ-2 (Elevated Fauntleroy Way Station). It's not clear what the upside of WSJ-1 is compared to WSJ-2. WSJ-1 has a lower rider estimate (page 6-14). Furthermore, per page 6-34, WSJ-1 is $400M more expensive than WSJ-2. It's hard to understanding how lower ridership numbers, higher construction costs, and higher impact to the community (as measured by impacted businesses, residences, and buildings) wouldn't make WSJ-2 the obvious better choice. Additionally, I'm confused why an Avalon station is being built so close to the Junction station. Why not get ride of this station (a mere quarter of a mile from the proposed junction locations) and tunnel into the WS junction?	Peter Barrett
01/29/2022	LINK stops in Ballard and West Seattle would be great for the environment and economy. This would allow Seattle to function as a city rather than multiple, disconnected, mini cities.	Nadine Farouq
01/29/2022	Thank you for your hard work on this important project. On Executive Summary page ES-39, Table ES-8, the cost is similar between the IBB-1a and IBB-2a but displacements are less in IBB-2a. Overall, it makes sense to go with IBB-2a since a tunnel will be faster and disturb people living in the area less (when finished) then a high bridge.	Emily Matheson
01/29/2022	Residents of Lower Queen Anne, prefer the Preferred Alternative (pink line) for access to Seattle Center and the further West elevated section to Ballard.	Kathleen Keaney

01/30/2022	Dear Sir/Madam: I find the UW Stadium station to be abhorrent at 95 ft and at a cost of 100s of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations — sheer insanity. Please don't make Seattle the laughing stock of the transit world. It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID (4th). This would leave a tunnel for West Seattle and future expandability. A streetcar is planned for SLU to ID, just reconfigure it if need be, for a fraction of the cost. This would leave us with much easier transfers then the deep Link stations and it would not bankrupt us. All the best, Larry Scheib	Larry Scheib
01/30/2022	6.1.5 - In West Seattle, options including elevated tracks into Alaska Junction reduce available housing and contradict city equity considerations; the tunnel option is best. Specifically, above ground stations at Avalon and the Junction would require removal of several hundred to more than 1000 multi-family housing units, many of which are newly constructions consistent with the Urban Village Plan. To remove housing is not only a contradiction of the vision for linking housing dense locations with light rail, but also displaces renters and mixed use housing developments. Further, the cost to buy newly constructed apartment buildings nearly offset the additional costs associated with tunnel options. There is no funding to connect this segment to south routes, and if future ST investments are made, a line along Delridge would more directly connect to Burien through Westwood Village, where additional density could easily be achieved in large parking lots without displacing existing residents or retail.	Andres Curry
01/30/2022	Specifically for the path near Delridge station (Figure 1-2), it seems that any paths that go through existing private property are going to incur large costs to acquire and build on that land. Not to mention the impact to residents in this area. The best option for this section would seem to be (if I'm reading this right) DEL-4, the lower height path that goes on the south side of Genesee. This puts most of the path on land that won't displace residents and won't incur demolition costs. Not only that, but the golf course and playfield are already owned by the City of Seattle, so that would minimize the cost of acquiring the land. Given that, I'm not sure why paths that go even slightly further south, over the north end of Genesee Playfield (where there's a skatepark and some open land) and cutting into the golf course wasn't listed as an option in this EIS. It seems like a path like that would have lowest cost, least impact to residents, and could use land the city already owns to accomplish this new rail line.	Chris Downie

01/30/2022	I strongly support a rail transit connection from downtown to West Seattle, but what Sound Transit has proposed is exactly the nightmare scenario I feared it would be in the worst-case planning scenario. I have only focused in on the segment from Alaska Junction to the Duwamish, and it is very difficult for me to point out what exactly in the DEIS is wrong because nothing about it is right. Both horizontal and vertical alignments are wrong (it looks like a 1960s era urban renewal-by-freeway project). The removal of housing is wrong (we need more, not less). The lack of integration with existing land use (by way of destruction) and potential land use (a complete lack of foresight with obvious opportunity) is wrong. The process went wrong; only sketchy and fuzzy information was released until the DEIS put the details out. This is clearly a black-box planning approach where the final take-it-or-leave-it results were thrown out at the end of the process. This is not meaningful engagement on what is in every way possible a terrible design solution. The bus interface at stations is, in typical Sound Transit form, pretty terrible. The Alaska Junction station isn't even in Alaska Junction. It's 4 blocks away down a hill on Fauntleroy, which means it's not accessible to a person in a wheelchair from where Alaska Junction really is. How is it that Sound Transit wasted so much money to do such a bad job? You've squandered both time and money to create a solution that is truly awful.	Keith Hall
01/30/2022	Should not go to Alaska Juction. It will be a horrible ugly mess through Youngstown. The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW. Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW. This will be the most used path and provide for the most parking along the route. This will give the opportunity to allow for surface installed tracks. Lower/smaller stations and will save money. No tunnels, no high-rise stations, no columns. Stations located along Delridge Way: Youngstown near Spokane Street. Between Hillcrest and Highland park SW Roxbury ST and 17 Ave SW Another optional one somewhere along the route.	Dan Betts

01/30/2022	As you know, West Seattle has a challenging topography for mass transit to points north and east. Hills and waterways limit our options. The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to get over the Duwamish and adjacent hills. There is a better option: a SkyLink gondola system and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Sodo/Downtown. In his October 2021 West Seattle Chamber of Commerce debate with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system. His response was "I've asked for a SkyLink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to the points south of the Duwamish peninsula on the Sodo to West Seattle light rail section. Why can't SkyLink--the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Sodo/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks. A SkyLink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system. Per SkyLink's evaluation, gondolas would have a smaller carbon footprint, displace fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension. But don't take SkyLink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan. We're going to have to live with the results of this decision for the next 30+ years. Let's get it right.	Katherine Woolverton
01/30/2022	After reviewing the draft EIS for Ballard light rail, the preferred tunnel under 14th is financially competitive with bridge options and will have less overall financial impact to the community. As a Ballard resident I now prefer the 14th tunnel option as my number one choice, and 15th tunnel option as second choice.	Derek Armstrong
01/30/2022	I live in upper Queen Anne and I think the alternative route marked by turquoise on the map will better serve both the Queen Anne neighborhood (which is very large and highly residential) as well as the South Lake Union neighborhood. Currently, connections between these two neighborhoods is poor and has been an ongoing source of frustration for me and likely many other Queen Anne residents. For 3.5 years I worked for organizations in the south lake union/eastlake neighborhoods and I resorted to walking because transit options so poorly supported these areas. It would be even better if the route station for SLU could extend to Fairview Ave N instead of Westlake Ave but at this point in the planning it seems that this is not being considered. Thank you for your consideration.	Nicole Harper
01/30/2022	I'm light rail supporter, but please limit/nullify the impact on the west Seattle golf course. It's a municipal facility with a great and long history, and it serves as an important community center for a wide variety of people from all walks of life. It's already very tight there, in terms of space, so any impact along Genesee will materially weaken the institution.	Joseph Bradley

01/30/2022	This comment is regarding the downtown segment of the Ballard Light Rail expansion. Other than the projected daily ridership numbers (which I question because there is no justification/data to support the projections in the analysis, and the proposed stations are 1-3 blocks apart in most cases, which shouldn't have a significant impact on people choosing to take or not take the transit), I don't see why DT-1 is preferred over DT-2. Speaking as a person who lives and works in Midtown, the proposed disruptions of DT-1 (closing off large chunks of 5th and 4th Ave for 6 years, reducing access to the public library) are enormous compared to what would happen with DT-2. Given the tendency of construction projects to last longer than projected, this impact will be extremely painful for Midtown, so I would not personally support the DT-1 plan (even though I love transit and anticipate using the line when it is completed). Also, speaking in purely practical terms (regarding the small segment of the line south of Pike and north of James), it seems preferable to place stations on 6th ave to make them more accessible for folks living on First Hill or visiting the hospitals there.	Olga Zinoveva
01/30/2022	For this project, do we really need a second downtown tunnel? It seems to be more expensive and time consuming to build another tunnel. It also doesn't seem to add much to downtown either. We are only getting one new station. We are already delaying this project and others because of excess costs and it seems like we can cut a lot of that out by not digging a second tunnel. Also, can we have construction going 24/7? It seems like we can speed up the process with ongoing construction throughout.	Robert DeMacon
01/30/2022	Both BRT and BRT+Gondola alternatives should be included in the EIS. They are likely to be much less expensive and to be able to be constructed in a much shorter time span with less disruption than the LRT alternatives. As for the BRT alternative its benefits include being able to use existing on-street rights of way eg on the 3rd Avenue busway and Elliot Avenue. Short tunnels could be included for South Lake Union and the Ship Canal. (Buses can negotiate relatively steep grades compared to rail and thus the tunnels can be commensurately shorter.) Either combined with a West Seattle gondola or as a stand-alone solution, BRT allows for continued use of the 3rd Avenue busway, obviating the need for the ultra-expensive, and inconvenient, 4th Avenue tunnel and related deep stations envisioned for LRT. (Major upgrades to the 3rd Avenue bus shelters is recommended.) I will let principle proponents of the West Seattle gondola make their case seperately.	Donald Padelford
01/30/2022	My comments are directed to EIS3.1.2.5. As a Ballard homeowner for over 14 years, I strongly feel that the needs of the city would be best met by having a tunnel instead of a bridge and by having the transit stop as far west as possible (15th avenue in the options presented). The tunnel is the best option as it will not be affected by weather or boat traffic. The bulk of the residents using the transit live west of 14th avenue. And many people from other parts of the city will use the new light rail to shop, eat, and drink at the many businesses in the neighborhood that are almost completely west of these options. The area around the planned transit station is not the safest. Moving it as far west as possible makes it safer for people walking as it will be closer to their likely destination. The further west the station moves, the lower the crime rate. I realize this is more expensive. But I strongly believe it will pay off in the future.	michele obrien

01/30/2022	Hello, please consider using the alternate proposed stations for both seattle center and south lake union. The "preferred" alternative through Uptown (on harrison) bypasses all of lower queen anne as a walk-shed. There are a lot of us that live in LQA who would rather have to only walk a few blocks than have to walk a mile to the nearest station (both the preferred seattle center and SLU stations on harrison are about a mile away). The Mercer alternative would instead be blocks away for many in Lower queen anne, at both Seattle Center and SLU stations.	J.P. Stewart
01/30/2022	I believe the West Seattle and Ballard Link extensions is a wondeful ideas that should continue to be priortized and developed. Projects like that continue to efficiently connect our city together are worthwhile to the taxpayer and to the city as whole. Thank you for the hard work	Ankith Bhat
01/30/2022	My comments are with regard to the Chinatown-International District Segment, as outlined on ES-25 to ES-29 of the EIS. As a resident and homeowner in the C-ID, I strongly support the 4th Avenue options (CID-1a/1b) over the 5th Avenue options (CID-2a/2b) as they will be less disruptive to the C-ID community and businesses. Of the two 4th Avenue options, I am most in favor of the deep station option (CID-1b) as it will have the fewest residential and business displacements per Table ES-5. I strongly oppose the 5th Avenue options which are estimated to displace 18-27 businesses in the C-ID area. This amount of displacement would have a significant negative impact on the C-ID neighborhood and community, as these businesses are key to bringing in visitors and maintaining the vibrancy of the community. With the loss of these businesses, potential visitors would have less reason to visit the C-ID due to the reduced variety of business options. One desired goal of adding a second Link station in the C-ID should be to enable easier access to the neighborhood for more visitors. If the placement of the second Link station displaces the very businesses that people would want to visit, then it would be counter to this goal. Most of the potential displacements are small businesses, and displacement could mean the permanent end of the business - they will not simply bounce back somewhere else in the neighborhood. Please consider implementing the 4th Avenue option rather than the 5th Avenue option in order to protect our historical community. Thank you. C-ID options in order of preference: 4th Ave Deep Station (CID-1b) - Most preferred 4th Ave Shallow Alternative (CID-1a) 5th Avenue Deep Station (CID-2b) 5th Avenue Shallow Alternative (CID-2a) - Least preferred	Like Li
01/30/2022	I live at 323 Queen Anne Ave N which is on the Downtown Segment route. I am in favor of the preferred alternative DT-1.	Michael Browne
01/30/2022	Suggestion regarding the Seattle Center stop. Buy the underground rights under part or all of the block between Mercer St, Queen Anne Ave N, W Republican St & 1st Ave N. This station should have exits at each corner of this block plus a tunnel under 1st Ave N so passengers can access Climate Pledge Arena without crossing the road. King county already owns the Inn @ Queen Anne (SE corner). The other major corner for now would be the former Pagliacci's pizza location (NW corner).	Ben Pearson
01/31/2022	What ever needs to be done to complete the Ballard extension make it happen! Will be an incredible contribution to the neighborhood.	Scott Magers
01/31/2022	DEL-6 seems to be the best long-term option because it has the least visual impact, least operational noise, and the low residential displacements far outweighs the business displacements. Why was this one not chosen as the/a preferred option? WSJ-5 is the best option because it has the least long-term impact of all the West Seattle Junction options. It impacts the fewest people (displacements) and has no visual impact to the neighborhood. Why was this one not chosen as the/a preferred option?	Jeffrey Fate

01/31/2022	These proposals seem to prioritize existing car traffic over the population using the transit options. While adding transit at all will help, if these stations are not in the right place, are inconvenient or add levels of friction to the people using them for the ease of cars, they're missing the point.	Katrina Lehto
01/31/2022	Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories — and ideally fewer — of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as it seems to be with Sound Transit's design approach. https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/	Paul Son
01/31/2022	The Downtown and International District-Chinatown stations are too deep. We need to encourage ridership and favor the long-term success of the system over the short-term construction impact of a cut-and-cover tunnel. Elevator-only access at the highest volume stations in the system makes little sense; even at low-volume stations, long waits and unpleasant cramped elevator rides can be enough of a deterrent to make potential transit riders choose alternative means of transport. To create a system that people actually want to use and that will actually improve our urban environment, we need to focus on the rider experience above all else. Prioritize ease of use and ease of transfers over construction impacts.	Brennen Birch
01/31/2022	First, I appreciate all the work and complexity that goes into planning and budgeting for an endeavor like this. Thank you for your work so far. As a frequent transit rider, I'm disappointed in ST for even considering station depths that would require more elevator-only service at stations like Midtown or ID/Chinatown. Have the maintenance issues/lines that limit capacity at Beacon Hill taught the planners nothing? An elevator-only station is a waste of money and time, and should be taken off the table as an option. I understand the desire for a deeper tunnel to reduce construction disruptions that could occur with a more surface-level, cut-and-cover type tunnel. But the elevator service already creates enough problems in a less central location like Beacon Hill. Having an elevator-only station at a place like Midtown or Seattle Center will make that station laughably useless during peak times. Anything--even disruptive, surface-level construction--would be better than a deep, expensive station that few riders are able to use, no matter the frequency of trains. Billions of dollars would be made useless. Please, no elevator-only stations. I know other aspects of this alignment are getting heavy criticism, especially from West Seattle residents who prefer a tunnel (without considering the extra $700 million dollar cost). I actually like the shape of the elevated preferred alignments in Ballard and West Seattle. (Although I'm not sure why the Alaska Junction station needs to be configured to tear down a large group of relatively new apartments. Why can't the station be fully built over Fauntleroy in a similar style to the Northgate station?) I think elevated tracks are the best way to disrupt area homes as little as possible and save taxpayers money (compared to tunnels). But please, again, stop considering elevator-only stations as a viable option. They are not. If anything, I'd hoped you'd be spending money to find a way to build an escalator/stairway down to the Beacon Hill station! I'm excited to use--and walk into--these stations when they open.	Caleb Tankersley

01/31/2022	The second downtown tunnel station depths are way too deep. Stations that deep are going to deter riders from using the system by adding significant travel time/inconvenience. Please reconsider pursuing a cheaper design alternative using cut and cover construction methods though the ID, Downtown, and SLU along at least some of the alignment where feasible, or run all trains through the existing tunnel. An alternative with the reconstruction of the Ballard Bridge connecting to 14th, demolition of the existing bridge to 15th, and subsequent construction of a light rail crossing to 15th should be considered. This presents an opportunity to rethink the Ballard Bridge interchange at Emerson Street. Also, please take a firmer stance on preferred alignments/alternatives earlier on in the process. Having multiple "preferred" alternatives is counterproductive - you can't please everyone. This is a really disappointing proposal and I hope that there is some serious thought put into this before any final decisions are made. It's really difficult to say this project is even worthwhile as is, even though I'm really pulling for it to be successful. The West Seattle segment in particular feels like it's really hard to justify with the projected ridership and costs. High-quality BRT or a gondola system should be seriously considered for this segment instead.	
01/31/2022	No expensive fare collectors, gates. Since Merely 5 percent of operating expenses comes from fares, save money by making transportation free. No expensive fair enforcers, collection boxes, turn styles. You'll get more riders, fewer cars on the road, less pollution. 2. Install bathrooms.	Henryu noble
01/31/2022	The proposal as stands is terrible. It does not prioritize the creation quality of transit, its integration with existing systems, or cost containment. The only rationale it seems to follow is avoiding impacting car infrastructure and political fights. This is a travesty. The stations are ridiculously deep, the choice of alignment in West Seattle is needlessly expensive, and the station locations/elevation in Ballard/South Lake Union terrible. I beg that the current proposal be reviewed with a focus on creating THE BEST transit system over all other considerations. The knowledge/research exists. Confer with the Transit Costs Project, consult with TransLink in Vancouver, look to the planning processes of Copenhagen and Stockholm or Paris and Madrid. It is inexcusable that after the region approved a bold vision for transit this is the needlessly expensive and complex plan is the product. It's just appalling and a testament to the lack of vision and spinelessness of the elected officials steering this dumpster fire of a plan.	Trevor Reed

01/31/2022	I am a west seattle resident and believe the only acceptable options are the options that include tunnels. I think this for three reasons: 1) tunnels will preserve west seattle neighborhoods and raised tracks would harm them, 2) west seattle residents will be much more likely to accept further expansion of light rail if it is a tunnel, and 3) in the long run, a tunnel will be more cost effective. I've lived in other communities with raised rail lines and they destroyed the neighborhood cohesion in those places. A raised track is like a highway in that way—it creates a schism wherever it goes. For example, the raised line near the dc/Maryland border creates a palpable schism between the neighborhoods or Takoma and Takoma Park. Compare this to places where the dc metro is below ground where metro stops are centers of the community. Further southward expansion towards White Center and Burien will be a priority for many. It's already easy to find mock-ups of such an expansion. Personally I think this is a great idea because it will bring rail access to many more people, including many more disadvantaged people. However, As west seattlites come to realize the negative effects of raised lines on their neighborhoods, and to preserve their own homes, they will likely fight to prevent any further expansion. If the track is already underground, the expansion will be an easy sell. Considering future expansion, a tunnel is much more cost effective (relative to current projections) if not cheaper than a raised line. The first reason is that a raised line will require much more residential displacement and housing prices in west seattle are climbing very quickly. The other consideration is that, as argued above, west seattlites may simply not allow further expansion of a raised line. Expansion would thus require the enormous costs of transitioning the raised line to a tunnel. To save this transition cost, it would be better to plan well now and simply start with a tunnel.	Dustin Beckett
01/31/2022	I'm a semi-frequent light rail rider, Seattle resident, and light rail supporter. Right now the train is fantastic. I much prefer it to driving. At this point I think of the various Seattle neighborhoods as "near light rail" or "not near light rail." I think Sound Transit needs to build on this success and make user friendly, regular stations. I'm concerned that the station design direction that Sound Transit is currently on is putting stations in places that people won't use them - the intersections are great, but why are we looking at stations 85 feet in the air, or 180 feet underground? Those travel times are going to make those stations much less convenient to get to/from the neighborhoods they serve, and the whole reason I like the train now is that it is a convenient (and green-friendly) alternative to driving. A good light rail system now is going to pay dividends for decades. It's worth the investment but let's get it right rather than spend $40+ billion for a 2nd rate system.	Zach McKinney
01/31/2022	Please don't dig so deep. Elevator only access stations would depress ridership significantly, furthermore the transit time from station entrance to track is unacceptably high for the deep stations.	Adam de Gala
01/31/2022	Hi. I am a homeowner in northwest queen anne. Regarding page 38, section "Comparison of Interbay/Ballard Segment Alternatives" - it seems to me that the tunneled alternatives (IBB-2a and IBB-2b) are vastly preferable to the elevated bridge alternatives. The tunnels will displace far fewer residents, businesses and employees, and are listed at similar overall cost in Table ES-8. Tunneled options will also help to mitigate the prolonged construction noise and traffic disruptions associated with the building portion of the project, as well as long term noise and visual impact of the project's result.	Ezekiel Maloney

01/31/2022	As a West Seattle resident, I have a few comments about the ST3 EIS. When we voted yes on ST3 we understood the proposed route to be a work-in-progress. It's frustrating to see that ST insists on building three stations so close together. Not only does this increase costs, it also slows down transit times and increases neighborhood disruption. The Avalon and Junction stations in particular could be as close together as three city blocks! No other part of the system as such closely spaced stations. Please consider removing the Avalon station. What is the point of having stations within a five minute walk of each other? Even downtown stations are further apart. 2) The price differential for tunneling for the Junction station is a tiny fraction of overall cost. We see many other parts of the system have massively deep tunnels or other huge cost differentials, where the impact of an elevated system through the heart of our Junction would be huge. The 'visual impact' numbers in the EIS are disingenuous at best - claiming tiny numbers like 0.1 when in fact it will be an incredibly impactful visual change to have elevated transit through the core of our neighborhood. Views of mountain tops would be replaced with concrete. The entire system would then be aligned to expand south along the ridge of 42nd destroying hundreds of homes with beautiful views. Whoever came up with these visual impact ratings is playing games with us. Would we really rather tear down hundreds of just completed apartment buildings than spend a few percentage points more to maintain our new higher density developments? The cost of destroying these new buildings runs into the hundreds of millions. 3) At least consider the Gondola proposition as a supplementary system. It could provide a quick, low-impact and tourist friendly solution, perhaps temporarily, or perhaps as a complement. Ridership capacity can be quite high on a modern system. And it requires a lot less property acquisition or capital costs.	Nathan Murdock
01/31/2022	The depths of the stations in the second downtown tunnel and the heights of the stations along the elevated portions of the Ballard and West Seattle extensions will render this project far less convenient for riders than it should be, forever. For the sake of this system's success and usefulness, please do not opt for these station alignments.	Reese McMichael
01/31/2022	For the Ballard/Interbay link segment, I believe the tunnel option is best. The tunnel project dollar outlay may be slightly more than the elevated options, but the displacements to business, housing, residents and employees is much less than the ancillary costs of the elevated plans. Only negative comment is on proposed number of downtown station/stops between Seattle Center and Intl District. In my time living and traveling in Europe, downtown metro stops are not spaced so close together. Close spacing of downtown stops is contrary to efficient mass transit. There should be more than 1 mile between stops, at least 2 miles, to minimize pax frustration and wasteful energy expended on the transit system. For instance, take out two of the planned stops between Seattle Center and Intl District to maximize efficiency. Two less core stops would reduce recurring carbon emissions (waste energy), the overall project cost, and taxpayer burden. And, are two stops really necessary, for the Stadium and SODO? Wouldn't one be sufficient? Americans are mobility spoiled. We can and need to walk. Stops spaced within one or two miles of each other are impractical and wasteful. Particularly with existing available surface transit.	RJ

01/31/2022	I believe that Sound Transit needs to go back to the drawing board on most of these station concepts. They don't prioritize rider experience, and are vastly overengineered. The stations are placed to placate business interests and preserve car access over maximizing ridership. In particular, none of the West Seattle and Downtown/CID alternatives are appropriate. In West Seattle, rather than running over surface streets like many elevated rail systems, the proposed routes run through blocks, demolishing hundreds of new apartment units. In the Downtown/CID areas, the stations are far too deep. Additionally, with Sound Transit's poor record of maintaining vertical conveyances, a deep elevator-only station in the highest ridership area of the system is unacceptable and not justified in the DEIS.	Gilton Quick
01/31/2022	Being more familiar with the area in Ballard. I believe the preferred alternatives (pink) works well because it's surfaced alone a rail line, not needing to interfere with bus and car lines. Having the tunnel route is a must. A couple of reasons. The light rail is not any better than a bus if it has to wait for the drawbridge to go up and down. A new bridge high enough to not have to be a drawbridge destroys the horizon of our neighborhood. There will always be cars on the road and more, regardless of the availability of a light rail, why take more lanes from cars? Most importantly, if the light rail does not have a tunnel route crossing the canal, there's no option ever in the future to expand north, or even east. Unless Sound Transit wants to tear down a high school and reduce much needed lanes on the road, a tunnel route is the only option. I know it will cost more and require third party funding, but it's worth it. if our city is going to do something, do it right the first time.	Emily Guist
01/31/2022	Alternative WSJ-2 has two stations very close together (Alaska Junction and Avalon). Please consider removing the Avalon station from the plan since they will largely serve the same area. Also, the alignment of the station at Alaska Junction in WSJ-2 requires the demolition of a brand new apartment building. Please consider changing the alignment of the station to avoid demolishing the new building. I believe these two changes would cut hundreds of millions from the cost of the West Seattle line. Thanks!	Steve Ross
01/31/2022	Please reconsider the deep stations downtown. They are expensive and requiring riders to take elevators to some of the busiest stations is very inefficient. Cut and cover tunnels would be preferable even if they cause temporary disruption. Thanks!	Steve Ross

01/31/2022	As a Ballard resident with a young child, on the one hand, light rail cannot be built fast enough. On the other hand, we have just one opportunity to do it right. I have three primary concerns about the Draft EIS. Station accessibility is not properly prioritized. Sound Transit has a poor record of maintaining escalators and elevators system-wide. While separating stations and tracks from ground level is prudent, it is imperative to keep stations within a few stories (50 ft) of ground level. If it takes 5 minutes to descend to a deep station in the best case scenario, people will choose to drive instead. 2. Station design inappropriately defers to existing car infrastructure. People need to be able to get to light rail stations safely and conveniently, and stations therefore belong at the heart of neighborhoods. Instead, nearly all the proposed stations go out of their way to avoid rerouting roads or removing car lanes. This ought to be an Environmental Impact Statement, not a "roads and parking impact minimization exercise." Most alignments of the Interbay station are particularly problematic in this way. It is not pleasant to walk, roll, or bike to an urban highway like 15th just to be able to access transit. 3. Connecting Ballard to the rest of Seattle must be approached holistically. A tunnel is infeasible given the cost and the SPU Ship Canal Water Quality Project (an 85 ft deep stormwater pipe). However, the Draft EIS does not discuss opportunities for coordination with a new Ballard Bridge. This is a huge missed opportunity. While the Draft EIS does a fine job outlining the necessary disruptions that come with any bridge construction project, and I understand Sound Transit cannot readily share a bridge with SDOT, the Draft EIS fails to propose a single period of disruption resulting in two new bridges that are connected and coordinated in sensible ways. Presumably one bridge would be for light rail, and one would be for nearly everything else (cars, freight, pedestrians, cyclists). I do not much care if the Ballard station is located near 15th or 14th. I do care about minimizing the overall environmental impact as we build the bridges Ballard desperately needs in the next 10 years.	Meredith Rawls
01/31/2022	I read an article in The Urbanist, and it's spot-on. I regularly ride the Light Rail and it would be such a waste to use our one chance to deeply bury the light rail and end up with a 2nd rate system. If we disrupt roads for a few months it is 100% worth it for the decades (or centuries) we'll have this system. We need this to be worthwhile. It is insanity to spend so much money on a system buried so deep underground that adds significantly to commute times. Thank you, Harry	harry maher
01/31/2022	Hi, As a Ballard resident I am excited by the prospect of the Light Rail expansion to my neighborhood. However, looking at the expansion map options it seems like the route to Ballard could be achieved easier by expanding the Sounder Train service between Ballard and King Street Station. The proposed Link route has stops in Interbay, Smith Cove, and Seattle Center, all of which are on the already existing railroad tracks. Additional platforms would have to be constructed, with appropriate access and parking. I understand the railroad tracks are owned by BNSF, and an agreement would have to be met to run the Sounder train in both directions on a regular basis. However, the cost of the additional route lease and needed infrastructure seems like an order of magnitude less than the proposed Link route. Additionally, the route could likely be opened sooner, and with a lower environmental impact. I am happy to answer any questions on this suggestion or help with further planning.	Stefan Hunkler

01/31/2022	The deep stations in downtown Seattle are a disaster and should be avoided at all costs. The goal of a transit system must be to maximize the utility for future riders, a system with elevator-only stations and long walks to transfer from station-to-station or from surface-to-station suggests a failure of creativity and engineering. There must be a better way. Cut-and-cover, shallow tunnels, and elevated lines should be preferred, and maximizing station walkshed is critical. No station should be more than 3 stories below ground, we've already made mistakes with the deep UW station and other points along the existing line, we should not repeat those mistakes with this new line. Ballard: The elevated 15th station is ideal, and will be most cost effective. Interbay: The 15th station is again, ideal, but is too tall. Reducing the height and removing some of the car infrastructure that Link is replacing will substantially improve the station. Smith Cove: the preferred alternative is better Seattle Center: the preferred alternative is better SLU: the mercer street alternative, which has the potential to improve pedestrian and bike connections across Mercer, has better walkshed, and is less deep is far better than throwing the station under the 99 tunnel in the middle of a massive road intersection. Denny: the preferred westlake alternative makes sense Westlake: It is so critical that the transfer between stations work well, and unfortunately putting this station so deep is going to make transfer slow and tedious. It would be far better to find a creative engineering solution that would allow the tunnel to be higher and closer to the existing tunnel Midtown: there appears to be no choice but to put this station unbelievably deep underground. Any change that brings it closer to the surface would be a huge improvement. Chinatown/ID: The 5th avenue shallow tunnel is by far superior to the other options from a rider perspective. It would be a shame to add hundreds of thousands of hours of extra travel up and down escalators and elevators for future riders in exchange for a few years less construction impacts. Find a way to provide businesses with supplemental income so they can survive the transition... SoDo: By far the best designed station in the list, fortunately some of the past stations were designed with easy expansion in mind. Delridge/Avalon/Junction: there is no reason to destroy new apartment buildings to put the light rail in! Put the light rail in the street right of way and take advantage of this opportunity to improve the pedestrian and biking experience as the street is rebuilt. The tunnel options are all fine, but unlikely to pay off as quickly as the elevated lines.	Daniel Birman
02/01/2022	Please put the route down 15th Ave NW. My employer is on 14th NW and is one of the buildings that will go away with this expansion. There are very few areas in Ballard that have the space our company needs for its operations. This would force us to leave an area we have been in since 1957.	Shana Jackson
02/01/2022	I am very concerned on how deep these stations might be. Making it long and difficult to access stations seems like a disaster in the making. We need to whatever is possible to make the ridership experience as pleasant and convenient as possible.	Robbie Cunningham Adams

02/01/2022	West Seattle Junction Segment - Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1) is the wrong choice for our community. The density of our community, and the geography, combined with the fact that West Seattle is overwhelmingly residential, means running elevated light rail would negatively impact our community by: · removing many existing households in the Junction area alone in the middle of a housing crisis, · taking blocks of future develop-able, transit-oriented affordable housing off the table, reducing/depressing home values anywhere near the elevated light rail, · reducing property taxes along the immediate route of light rail (due to reduced home values), · increasing noise near residences, · creating a permanent scar and barrier across a classic Seattle community, one that is vibrant and an evolving tapestry of both multi- and single-family residential. · Any future extension to the light rail system in our region will lead to further costly devastation. Hundreds or thousands of houses along 41th, 42nd Ave SW will have to be demolished in any elevated future extensions.	amir sadrpour
02/01/2022	DON'T DO IT. PERIOD. Further, this light rail is a seismic, pandemic, and terrorists dream. Sound Transit and KING County are NUTS for pushing this 19th century illogical travesty. It is an irresponsible financial and TAX burden, that NEVER will be self supporting, and always require subsidy it will further induce demand that will ultimately DESTROY the environment, Sound, forests, and fertile farmland in the entire region, and It will NOT SOLVE THE REGION'S TRANSPORTATION ISSUES one iota. It just wastes right-of-way needed for future vehicles, roads, and potential high capacity routes for vastly better and more efficient transportation solutions.	Thomas Imrich
02/01/2022	Please consider the transit user experience with your deep station proposals. Waiting in line for a required elevator ride to the platform does not sound scalable. Also, I hope that the future transit experience for decades will be weighed more heavily than short-term disruptions. For example, why not a cut and cover tunnel under 5th Ave downtown. Cars should be lowest priority after transit, pedestrians, bikes, and freight on multimodal corridors. Also, please consider easy connections between the Midtown station and First Hill where there is a very high density of residents and business including the hospitals. Without obvious wayfinding signs, frequent bus/trolley service, weather shelter, etc. the Midtown station will be much less useful to this dense neighborhood. I support elevated options in West Seattle and Ballard. These will make more accessible stations closer to the street level and cost savings that can be used in other parts of the project or expand the scope of Sound Transit 4.	Trygve Bakken
02/01/2022	Noise: Please make tracks and cars as quiet as possible. Not just quiet as budget allows, please make quiet as engineering can. The short run though the Delridge/Youngstown neighborhood is only a mile or less so the extra cost should be reasonable. This neighborhood is a good place to live and once you get off the main street is very quiet. Please be a good neighbor. I have rental property at 2616 SW Dakota St. No mater how you build it the tracks will only be a block away or closer. Thank you Robert Cozens	Robert Cozens

02/01/2022	Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of $ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax $, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!	
02/01/2022	This plan, and what has already been built and building, is the best thing to happen to Seattle since the trolly system was done away with. It can't come fast enough!	James Touza
02/01/2022	Thank you for the opportunity to comment. I urge you to prioritize stations that are accessible to riders within three stories — and ideally fewer — of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. By placing stations hundreds of feet underground, you're forcing riders to rely on overcrowded elevators that will delay trips and make transit use less appealing. I urge you to avoid "elevator-only access configurations" and place stations closer to the surface.	Collin Jergens
02/01/2022	I am submitting a general comment in favor of any of the tunnel options. Elevated lines and stations will decimate the character and sightlines of West Seattle and serve to divide the community. Thank you for your consideration.	Travis Vermeer
02/01/2022	I am once again writing for what feels like the 1,000th time to plead for you not to take our home and the homes of our neighbors. The "Preferred Dakota St Station" would wipe out our little community, displacing us and likely forcing us out of the city and neighborhood that we love. Our block here is diverse, vibrant and some of the last "affordable" housing in the city. We were lucky enough to achieve the goal of home ownership in Seattle for our little family (we have 3-year-old twins) and we love where we live. If you are truly looking to serve this community, you will look elsewhere for a station location, preferably north of us on Andover when you would not be displacing residents. Our community is constantly neglected, we have dealt with the outage of the West Seattle Bridge for too long and have had this hanging over our head for years. Please do the right thing and find a solution that does not displace us.	Taylor Huerta
02/01/2022	After suffering two years of detours due to the closure of the West Seattle Bridge, we are hopeful that things will move quickly to add us to the rail network. This part of town is growing upward, increasing density, and before the bridge shutdown it was often becoming congested during rush hours.	Cindy Hoyt
02/01/2022	Commenting on the Ballard portion: Based on the metrics the virtual town hall presents, the tunnel option to 14th costs the least and has the fewest impacts among all the options (displacements in all categories, water, etc.). So why is this not the preferred option? If there is a reason, please articulate this better in the materials since this choice would seem obvious at the high level that has been presented.	David Canfield-Budde

02/01/2022	Hi, I prefer the route options with more underground rail (elevated rail lines hurt the neighborhood, block light, and make noise). I would also prefer building the lines sooner/faster. Why wait until 2037? We need more transit in Seattle now! Also, if still possible, I would also prefer a route that went farther south and closer to Belltown, as proposed by this article: https://www.theurbanist.org/2015/12/14/light-rail-for-belltown-a-possible-solution/. If not, is there a plan for a Belltown station on a future route, such as the one shown in this plan: https://www.theurbanist.org/2021/06/03/seattle-subway-2021-map/ Sound Transit should focus on effectively covering in-town urban areas that are already densely populated and suited to transit, like Belltown, Queen Anne, Fremont, First Hill, Squire Park, and Madison Valley, with rapid (non-streetcar), frequent (<5-minute headways) heavy, underground rail before building these lengthy commuter-rail-type expansions to far away places that are unlikely to generate many riders (Everett, Kenmore, Renton, etc.). Because virtual work will continue, suburban/commuting-focused stations will be very expensive and slow and have low ridership. Thanks. Best, Jared Cowan	Jared Cowan
02/01/2022	I have issues with the Ballard proposal. You already have a connection to Seattle on the main route from Northgate to downtown. If the light rail connected Ballard to the University Station, there would be no need for an additional water crossing. It would feed students to the university, also expanding their housing opportunities. The route would be shorter, and therefore, potentially less expensive. Riders in the Ballard area would not need to travel all the way to downtown in order to go north again. As we open up travel to Shoreline, Lynnwood and Everett, this route would save a great deal of commuting time and allow northern workers equal access to ridership. A shorter commute for them is less cars on the highway.	Robert Schumer
02/01/2022	I would like to voice my support for either of the tunnel options under Salmon Bay for the Ballard Extension. I feel strongly that we not have waterway traffic compete with light rail traffic. I also think we should replace the Ballard Bridge with a tunnel, but I know this is not part of this discussion!	David Saulnier
02/01/2022	I support the WSBLE Full Build, SODO-1a, DUW-1a, DEL-1a OR DEL-2a if funding can be sourced, WSJ-3a if funding can be sourced, DT-1, SIB-1, IBB-2a. Overall, I think this project should be should be allowed as the environmental impacts of construction will be less in the long-term than if the areas it serves continued to develop with mainly car and bus commuting.	Grant Shogren
02/01/2022	Comment Topic: West Seattle Link Extension The Duwamish Segment of the West Seattle Link Extension does not include any stations. This means workers on Harbor Island will not be able to use the light rail line to commute to their job site. Harbor Island is also not serviced by busses or other transit. Busses are routed on the upper West Seattle Bridge with no rider access near Harbor Island. Harbor Island workers/commuters will have, effectively, zero transit options and will be forced to continue driving cars to work. Hundreds of workers commute to and from Harbor Island daily. Geography and water access dictate that jobs on Harbor Island cannot be moved and will likely be a part of the economy for decades to come. Light rail is supposed to be a long-term investment in sustainable mobility. A West Seattle Link Extension corridor without access to Harbor Island is a long-term deficiency. Thank you.	Joseph Laubach

02/01/2022	Both Ballard and West Seattle should be put on hold until the lines from Everett, Tacoma, and Remind to Downtown Seattle are completed. Those lines are the backbone of mass transit here. The Ballard and West Seattle lines are subsidiary and should be dealt with later to the extent funds are available.	A Quigley
02/01/2022	Noise. Should the decibel levels be above the acceptable levels, what noise barriers will you be using for every section of the route? I only ask in that there have been unacceptable noise levels along the I-90 for which neither Sound Transit nor WSDOT will do anything about. And what happens if you say you will mitigate the noise, but then not mitigate? Are people to sue Sound Transit/Federal Highway? With regard to how many businesses will be displaced, in this environment, any business closing down is a loss. Where can one find the comparisons in time it would take if someone went via Rapid Bus/regular bus/regular bus and transfer to light rail/light rail only, SOV, and HOV? I suppose a forecasted Capacity Report for that route and how much time would be saved. And the carbon emissions each mode would produce (eg, a comparison between someone driving their electric vehicle versus the light rail. And where can one find the operational costs for light rail versus regular bus versus light rail once this proposed light rail is constructed? I only ask in that when it came to Northgate, they did not realize how much it would cost to run light rail and as a result, had not budgeted for it. And the same with East Link, Sound Transit did not realize it would cost so much to run light rail and they had not budgeted for light rail and that is why they have to have buses terminating at Mercer Island rather than continue on to Seattle. And how many new passengers will they be adding who would not ordinarily take the bus or drive in their own car? And out of the businesses and people who will be displaced, how many of the businesses and people are "of color" and "low income"? I only ask in that it would not look good if those businesses and people being displaced are "of color" and/or "low income." What happens if the people and businesses are "of color" and/or "low income? Will you then cancel the project? I hope this will go to the voters to vote on. I am not in favor of it at all.	Sarah Fletcher
02/01/2022	The end of the West Seattle line is better closer to 41st or 42 rather than Fauntleroy. As much tunneling as can be done is preferred in the West Seattle residential areas.	Dan Sluss
02/02/2022	Given the inconvenience and cost of the stations can we go back in time to a prior strategy? It would be interesting to perform and compare cost analysis with what we've learned from ST3. "The monorail project initially attracted two bids led by Hitachi and Bombardier, but both pulled out in April 2004 over cost concerns and the availability of local contractors.[219] The project was stymied by tax revenue that was lower than expected and design changes to keep construction costs within the proposed budget and open by 2009—a two-year delay from the original plan" https://en.wikipedia.org/wiki/Seattle_Center_Monorail#ETC_and_Seattle_Monorail_Pro	Larry Scheib
02/02/2022	Please start building it now! This is taking way too long and costing too much just for planning. Also, is a second tunnel needed for downtown? It seems to be very expensive and doesn't seem to add much to the existing system already.	Robert DeMacon
02/02/2022	For the Ballard extension, I prefer the Tunnel options IBB-2a or IBB-2b. Surface rail impacts traffic and pedestrian flow. Elevated solutions are unsightly in dense urban environments. Ballard will continue to grow (on the surface and up). Let's not get in the way of that.	Joseph Osowski

02/02/2022	The Interbay to Ballard "Preferred alternative" puts two key stations in inconvenient and low-utilization locations and is the worst of the 4 alternatives. 17th Ave W location is in a difficult to access location and will be the lowest used site on the entire system given the current land usage with BNSF Rail yard blocking free access to the site. Tunnel alternatives under Salmon Bay are greatly advantaged compared with an elevated alternative. BUILD THE TUNNEL. What is most frustrating is that you present no alternative which will be of greatest success to both the system and to Interbay/Magnolia.	Brian Rulifson
02/02/2022	The downtown preferred alternative seems to be wisest for passenger usage, due to easy access to Climate Pledge Arena. The preferred alternative for Ballard/Interbay seems like a good choice as well. It is imperative that all underground stations have a usable stairway. Elevator only access is NOT okay, especially in a quake prone area.	Chris Cady
02/02/2022	I am a resident of Magnolia near the interbay border with an association to the maritime industry. The tunnel options are the only acceptable options for this. I believe a LID should be proposed to fund the difference between the over water options and the tunnel. The depth of the uptown and Interbay stations is too low. No one wants to ride for 6 minutes on an escalator. The escalators never work either. These need to be higher so that stairs are an option. When you can only compare your stations to the most extreme in the world, it's not reasonable. Please fix this.	Kenneth Burgess
02/02/2022	YES! I am in full support of this line, it is much needed and will hopefully cut down on polution.	Nicole Barquist
02/02/2022	please make this. please never stop making these. thank u	Andrew Swanner
02/02/2022	politics is not a solution for safe operations.	ikroop nayyar
02/02/2022	The environmental impacts of people using light rail far outweigh any other impact - I suppose I'll look forward to using this in 50 years with all the time wasted to plan and get feedback	Virginia Weir
02/02/2022	With rising costs and the march larger impacts to the maritime industry the only logical alternatives are the tunnel options. I prefer the 15th alignment better as it would allow easier expansion in the future.	Derek Herman
02/02/2022	Hello, I am a resident in Ballard who commutes downtown, and am keenly interested in the Ballard Link Extension. Between the presented alternatives, it is clear that both tunnel options (either on 14th Ave NW or 15th Ave NW) are immensely superior to all of the bridge alternatives. They are among the lowest cost, have by far the smallest environmental and construction impacts, and the light rail wouldn't be affected by movable bridge delays. In my opinion, the 14th Ave NW tunnel is the best overall option as it has the lowest cost and fewer construction impacts vs. the 15th Ave NW tunnel option. Please choose one of the tunnel alternatives for the Ballard Link Extension. Thank you for your consideration, -Alex Wipf	Alex Wipf

02/02/2022	yes, it is pretty hard to find the comment section. But here I am. please consider moving the "station" to the sand and gravel business off of 15th on the wet side of 15th- before market street. YOU CAN move the bus terminals there as well, will connections to the market street bus stop. This will allow you to use an open area that does not need to have businesses torn down.! We don't need more garbage in the land fills. So you can take the land as a government, and the business can move out of the city where there is more space. thank you for considering this option. There is not room to have a huge station at 15th and market. anne brink	Anne Brink
02/02/2022	I don't understand how this is a debate AT ALL. The OBVIOUS choice is the second "Alternative" route - or the WS short tunnel 41 Ave Adover st station lower height and the scores PROVE it. WS short tunnel 41 Ave Adover st station has the LOWEST Residential impact and is on par with business displacement. It doesn't impact any of the parks, and it is the second least expensive. As a North Delridge resident for 5 years I have been VERY closely following this project because routes were released a few months after buying the house. I KNOW this neighborhood and here are some points that you should consider: The business in Delridge like ounces and Skylark want the station close to them. It will bring a TON of business. The businesses in the business park are few and far between. They will find other spaces, or may stay/come back because having the station there will GREATLY IMPROVE their businesses. The station is closer to the social service affordable housing units which the residents really want because it will make it easier for them to commute because they don't have cars. There is NO park impact. The Parks are the heart of Delridge and SO important to the community. We want to keep them safe. This is closer to more Bus Routes from every direction both rapid rides from the junction and south delridge and white center so you will actually better impact both communities . This wont impact traffic on Genesee street which already has HISTORICALLY BAD TRAFFIC and is one of ONLY 2 artery streets into the junction it is also the preferred one for most cars. Not impacting the traffic on Genesee st is important because when it is closed you are effectively cutting north Delridge off from all of our resources (grocery, restaurants, other essential business) and Delridge vs junction tensions already run high. This is fair to the Delridge community which is already underserved by the THIS IS THE ROUTE EVERYONE IN DELRIDGE WANTED AND THAT UPPER WEST SEATTLE WANTED. We have been suggesting this route for 4+ years. You would be improving BOTH neighborhoods for the better. Please make a smart choice. It is so easy at this point. The correct choice is WS short tunnel 41 Ave Andover st station lower height.	Giuliana Plut
02/02/2022	Hello, I am commenting on the Interbay/Ballard Segment Section of the Draft. Specifically, I am opposed to including a moveable bridge in any part of our link light rail systems. Planning for unnecessary traffic mixing is planning for delays for your ridership, and therefore not prioritizing said ridership. Public transit users currently experience delays and traffic backup at the drawbridges in Fremont and Ballard, the same will happen if another drawbridge is made here. The two Preferred Tunnel Alternatives (IBB-2a and IBB-2b) are the better options for that reason.	Kylie Stelly

02/02/2022	We support the preferred alternative (shown in red in the pamphlet) and strongly oppose the alternatives shown in blue. Our support is based on the assumption that noise levels will not increase. The pamphlet should clearly indicate the streets. It is borderline disingenuous not to do that. Thank you.	Gerardo Castaneda
02/02/2022	Hello, The preferred route puts the Denny station too close to the next station north. Putting a little more distance between them will result in more area being with walking distance of a stop. The alternate route does a better job in this section. Thank you. David Moore	David Moore
02/02/2022	On Page ES-30, I believe the proposed Downtown segment (DT-1) would be the most useful for Seattle residents and tourists. The station placements make the new line valuable because they offer different locations than the existing light rail line, and the station near Seattle Center serves both Seattle Center and the Climate Pledge Arena. The alternative, DT-2, is too far north of the Seattle Center to be useful for people. DT-1 would bring more people into Seattle by being closer to Seattle Center and the arena, as well as key businesses in South Lake Union and Pike/Pine.	Madeleine Haworth
02/03/2022	I have comments on the West Seattle and downtown portions of the line. For West Seattle, the Del-6 to WSJ-5 connection is a very well thought out option and to me is easily the best one. The Delridge station may be a bit far north, but most users will just take the Rapid Ride H for another minute or so and be there. The option destroys the fewest homes of all of them, and a small TOD area could still be done by the station. I love how it avoids the gigantic concrete bridge over Genessee, dodges the hundreds of residents along Avalon Way, and utilizes some of what appears to be WS Bridge ROW. The retained cut station at Avalon should be equally or more accessible than the elevated options there and much more quiet and aesthetically pleasing. Sacrificing what looks to be a Pep Boys tire shop for the portal of a tunnel that would put a station right between California and Fauntleroy on Alaska is a strong tradeoff, and orienting the line so that it could run south as a (hopefully cut and cover) tunnel in the future is forward thinking. Maybe the most surprising thing of all though is that this is a medium cost option and is closer to the low end than the priciest version. This option is an incredible value play that makes the oft-spoken desire of West Seattleites for a tunnel possible without finding $700mm under the couch and without hurting many people to get it. Build this set of options. On downtown, both routes look super useful as far as what they get you close to and how many people they serve, but any option for a station that is only accessed by elevators must be thrown out immediately. That is a horrible idea, and I'm honestly confused how it made it into this document. You would be effectively crippling the capacity of one of the system's busiest stations. This setup leads to long wait times at the much lower density Beacon Hill Station, and one or several of the elevators will end up out of service most or all the time as the years go by. It also looks like a finely wrapped invitation to experiencing enormous cost overruns. If Sound Transit ever gets hit with austerity and has to defer maintenance through lean times, then it's possible the entire station could get knocked out of service in future decades. If the line is to deep to get escalators down there, then build the line somewhere else. Ok end of rant. Thanks for ST's efforts on this, and I hope we end up with a great rail line.	Tyler Coyle
01/28/2022	public transit: I am still waiting for the monorail you were going to build back in 1999, from Ballard to someware else..I spend my retirement years trying to navigate around thos articulated mostly empty buses..	William Penland

01/30/2022	Should not go to Alaska Juction. It will be a horrible ugly mess through Youngstown. The most growth in West Seattle over the next 20 years will come along Delridge way. Extend the line down Delridge Way to SW Roxbury ST and 17 Ave SW. Build a station with parking garage at the autoparts store at SW Roxbury ST and 17 Ave SW. This will be the most used path and provide for the most parking along the route. This will give the opportunity to allow for surface installed tracks. Lower/smaller stations and will save money. No tunnels, no high-rise stations, no columns. Stations located: Youngstown near Spokane Street. Between Hillcrest and Highland park SW Roxbury ST and 17 Ave SW Another optional one somewhere along the route.	Dan Betts
01/29/2022	Dear Sir/Madam: I find the UW Stadium to be abhorrent at 95 ft and costing 100s of millions of dollars. So now what is ST doing, trying to out do themselves with 100+ foot and costlier stations — sheer insanity. Please don't make Seattle the laughing stock of the transit world. It seems to me the only reason ST is adding some of these stations is to make a Ballard station palatable. I say give Ballard their damn station and proceed their line to South Lake Union but then follow it by the elimination of the next 3 stations and then pop up with a shallow station at ID. Streetcar is planned for SLU to ID, just reconfigure it, if need be, for a fraction of the cost. This would leave us with much easier transfers. Larry Scheib larryscheib@yahoo.com	Larry Scheib
02/01/2022	Hello: After reading this article,I felt compelled to communicate support for the course that is being taken in West Seattle. The author of this article clearly has ulterior motives given he doesn't provide any factual evidence of his assumption surrounding ridership based on the current plan. Additionally, he doesn't even live in Seattle, let alone West Seattle. We clearly need better mass transit to WSea and "going back to the drawing board" would delay our growing community to the point where we're penalizing people for remaining in the area. Thanks. Myke Smith High Point resident	Myke Smith
02/01/2022	Upon reviewing the Light Rail extension plans to West Seattle, I feel it is imperative to consider other options, such as the Skylink Urban Gondola proposal which would be cheaper, faster, cleaner and much less disruptive to our community. I would like to see a feasibility study done on the Skylink proposal. Regards, Shelby Skiena West Seattle resident (98116)	Shelby Skiena

01/28/2022	Hello, my name is Karl. I live in the 5600 block,26th Avenue South West in the Delridge Valley. I'm really really disappointed in this plan that the rail system will not come down Dell Ridge, you know, we're a low income, racially diverse neighborhood. We're not all white. We're not all affluence. And as I like to say, we are the view and I just find it mildly racist and mildly classes that there is no discussion of a main thoroughfare such as Delridge, having any light rail system on it. There is space to have an elevated system, so I don't want to hear the excuse there's no space.And I don't want to hear the excuse that it cost too much. There's already billions, and billions, and billions of dollars being spent. And leaving out a low income, racially diverse, ethnically diverse neighborhood in my mind is unconscionable. So, there you go. That's my opinion. Good luck. Of course, you're never going to make everyone happy, but that's not the goal. But when you start to leave out neighborhoods, that could really benefit from this. Instead of the whiter, more affluent view properties up on the top of Seattle. Well, I take Umbrage. Thank you very much.	Karl Derrick
01/29/2022	Good morning, I wanted to provide a little feedback regarding the Light Rail extension mailer I received. I don't feel ending the light rail in the Alaska junction makes much sense at all. The junction is already incredibly developed with little parking. Why not reroute the light rail toward Westwood Village? There is ample parking so West Seattle and Burien commuters could utilize it as a park and ride. There is also tons for room for business development in that area and the light rail could attract a number of ventures. I for one can say o likely wouldn't use the light rail if it meant driving to the junction then struggling to find parking. Thank you for your time! Sincerely, Carlyn Zylstra West Seattle resident and business owner	Carlyn Zylstra
02/01/2022	Please file my email with the many other unheeded complaints against the expanding western WA light rail system. I'm astounded that sound transit light rail revenue is down by half for the year even though ridership is up as reported on the TV news. It is almost beyond belief that our government entrusted design experts can spend billions of $ on new systems & expansion but can't even figure out how to keep about half of all riders from NOT paying their fares!!! Personally, I'm not surprised when our reps are feeding freely at the taxpayer's trough but they're as incompetent as hell. Before you waste more tax $, just design/install fare collecting machines on every train/bus to keep the deadbeat freeloaders off of 'em. Or just shut it down & make 'em walk instead --- too simple for simpletons?!	Michael Lazenby
01/29/2022	A 2039 arrival date for the West Seattle and Ballard Link Extensions is unacceptable. The traffic in Seattle is a critical problem now--there must be options under construction in 2022 not 17 years from now. I've seen the 2039 date published before and disputes changes in reality, a bigger need, worsening climate change, and the passing of a large federal infrastructure bill, this timeline remains the same.	David White-Espin

02/03/2022	Greetings We read the plans for approximately 8 TOD to be developed in Skyway. In your plan we do not see any equity justice for the already displaced Communities of color, to and below 60% AMI. I am sure they will not be able to afford the condos and townhome. As a black diable veteran 501c3 owner and with experience in homelessness for 3 years, I believe your plan will cause more harm to the local community. Shepherd's Transformation Mansions scattered Communiy and Greater Gospel Temple would like to partnership to manage 3 of your location under our Trauma-Informed Housing First onsite optional wraparound self-sustainability support services. Thank you for the opportunity to speak to you and Transforming Lives TOGETHER. https://flow.page/tracybjonesross Tracy Jones Ross Founder STMC TracyJones@stmhomeless program.org	Tracey Jones
01/30/2022	Did ST consider the possibility of designing for cross-platform transfers for through trips, given the need to rebuild SODO station (which appears to be intended as a primary transfer location) and the extra space afforded by the elimination of the SODO busway? If the northbound WSLE entered the area in the space currently used by the SODO trail east of the existing line, perhaps underpassing the existing line in a cutting at S Forest St, there could be western southbound and eastern northbound platform pairs. Transferring between the lines would then involve a 20-foot walk to the train doors directly opposite, instead of either a circuitous detour up a limited number of stairs to a concourse and then back down, or out to the street and back in. Such a design would save minutes off every trip between Beacon Hill (and points south) and Capitol Hill (and points north). It would also reduce the frustration of missed connections caused by the detour required to transfer. The SODO trail could be moved to the western side of the corridor to accommodate the northbound WSLE track. With the new tracks added to the “outside” of the existing station, the existing station could remain in place where it is. And with most transfers taking place across each platform, it could be less necessary to add a transfer concourse atop the station.	Jonathan Boles
01/30/2022	One thing I missed - this would also be compatible with the interim operation of the WSLE before the BLE and 2nd tunnel are built. Trains from West Seattle terminating at the northbound platform east of existing SODO station could enter the existing line north of SODO station and then use the existing turnback siding at Stadium station to return to the new southbound platform on the western side of existing SODO station.	Jonathan Boles

01/31/2022	Hello, I would like to add my comments for the WSBLE DEIS. I am a frequent Link Light Rail rider and a huge proponent of light rail and all mass transit. I think it would be a huge mistake to choose the super deep options for stations. It should be prioritized that stations are not more than 100-120ft deep or so. Elevator-only stations should not be considered at all. This only barely works at low-traffic Beacon Hill Station, and even then it is a frustration for riders. To think that some of the busiest downtown transit stations would be elevator-only and potentially hundreds of feet deep is absurd. It should not take more than a minute or two to reach the platform from the street. If it takes 6+ minutes to travel between the street/platform, this totally sacrifices the original convenience of the light rail. We are investing billions of dollars in new rail only to potentially spend an extra 25%+ extra travel time to actually exit the train station? That is absurd! Even if we could trust Sound Transit to maintain elevators properly, which we cannot given the track record, any urban elevator-only station is completely set up for failure, is 0% future-proof, and it will only serve to frustrate and dissuade people from using Link. We need to make whatever sacrifice necessary so that all of these stations require minimal time to travel between street/train platform with options other than elevators. If this means cut-and-cover tunnels, that's fine. If this means we need to disrupt some streets and some businesses, that is FINE. We can figure out how to provide them support while we complete 100-year investments into those neighborhoods. What we SHOULD NOT do is make 100-year investments in transit that are insufficient and doomed from the beginning because we couldn't stomach ripping up a few streets for a year or two. Can you imagine getting out of a large event at our great new Conference Center and then needing to fight through a crowd for an elevator to access the Midtown light rail station? How long would that take? Long enough to turn the light rail from something convenient into something not worth using. Absolutely absurd that it is even being considered as an option. Build a transit system that actually works for people. Avoid the deep-bore and elevator-only stations for our light rail expansion. We are all paying big money for this, we want a transit system that is actually convenient... let's do it right. Thanks, Nils Hostage	Nils Hostage
02/01/2022	Thelink from the Sound Transit page to the draft plandoesn’t work. Also please seriously consider the gondola as an integral part of the plan. If their numbers are right it’s a third of the cost and can get deployed in a couple of years vs 10, 12, or maybe 15 for light rail. West Seattle has gotten the short end of the transportation stick for years, going back to when Sound Transit regrettably aligned with the downtown interests to kill the monorail, viewing it as a competitor to light rail instead of an efficient way to feed into it. Right now if I want to get to the Sodo light rail station it’s a minimum of 30 minutes bus ride, plus getting to wherever I want to go on light rail, and longer at off peak times. The gondola would make this far easier and much sooner so I don’t have to wait till I’m 80 or 90 years old.. Paul Loeb Author, Soul of a Citizen and The Impossible Will Take a Little While 3232 41stAve SW Seattle, WA 98116 [paul@paulloeb.org] [www.paulloeb.org] (206) 935-9132 or cell (206) 206-240-5903	Paul Loeb

01/27/2022	Hello, I would like to provide feedback on the alternatives provided for the Delridge section of the West Seattle Light Rail Extension. Of the 6 alternatives, I don't understand how the one that has the most visual impact is the preferred alternative. We live on 25th Ave SW and all options except DEL-5 and DEL-6 would result in a light rail running right next to our home. Hello, Here is the visual of our home in relation to the light rail. Who would possibly want to live here? Of all the options available, DEL-5 and DEL-6 have the lowest amount of displacements, and costs less. The negative impacts listed on these two options have to deal with commercial interests. While every other options deals with residents themselves: Alternatives DEL-5 and DEL-6 would also have the most business displacements. All alternatives would displace a small business center that houses the neighborhood coffee shop, sandwich shop, and deli mart in an area with limited neighborhood commercial uses. That small business center is home to a Subway, a convenience store, and a coffee shop. I don't think Seattle will be hurting too much if we lose one coffee shop, a convenience store and the most franchised store in the entire country. Finally, the DEL-5 & DEL-6 options are the only ones that do not affect the West Seattle Golf Course. This is one of the best parts of living in West Seattle, and people come from all over the city to play this beautiful, public course. The views of downtown are some of the most appealing parts of playing this course, and putting a light rail station in front of that view will take away the appeal. The alternatives come down to the following: 1. Displace more residents, and for the ones that remain, they are unfortunate enough to have a light rail run right in front of their home. 2. Displace a Subway, coffee shop and convenience store for less money. The decision is straightforward, please make DEL-5 and DEL-6 a priority.	Tommy Swartz
02/03/2022	I generally agree with the people at The Urbanist and Seattle Subway and others who have urged a reconsideration of priorities here. The alternatives presented seem to have placed a high priority on avoiding a few years of disruption during the construction phase at the expense of rider convenience for the life of the system. The downtown tunnel should not be built so deep that the stations require an elevator or long escalator ride to access. These things make it so that riders will need to take multiple minutes to get in and out of these stations, and that's assuming the elevators are working that day. These things go out of service sometimes and the station should still be accessible by a reasonable-sized staircase if so. Ease of station access and ease of transferring between lines should be the overriding priorities here. Construction disruptions are painful in the short run but absolutely the right trade-off to make when building a rail line we'll be using for a century to come. The Ballard station should be located on 15th Avenue. 15th is a major arterial, and the majority of Ballard's population lives to the west of it. Forcing most riders to cross this arterial and walk a further block to the east just to save a bit on construction costs seems extremely misguided. I don't really have a preference between a tunneled or elevated station on 15th. I like the idea I've seen elsewhere to build a new road bridge on 14th, and then the existing Ballard Bridge can be replaced by a rail bridge.	Eric Aderhold

01/28/2022	Good afternoon, my name is Roger Nelson. My address is 333 Northwest 47th Street, Seattle, Washington 98107. And I'd like to leave a comment about this new transit line. I was just concerned that it seems like these lines are never on time, especially the one going to West Seattle and the one to Ballard. You are re-doing the timeline on those lines in especially the Ballard one in 2039 and I suppose that it will go even longer than that. The cost overruns never seem to be working out. The people in charge of these are never on time it seems like and the cost is always really raised up. It's just ridiculous. And you're going to be back asking for more money for these lines to be completed. I would say start charging the time or the money that it costs for the people to actually ride these lines and that what they have to pay instead of being subsidized by everyone. And the last comment I'll put down is that they are working on these cost overruns to help these transit lines, but what about the poor people in Ballard or the homeless and the encampment people? Can't they do something about getting them some kind of housing? The millions and billions we are spending could house them. Put them up in a house. Give them some kind of income from the city. Tax us so that we pay for them. That would be fine as long as they are off the street, off the side walks. Put them in some housing anywhere. Make a big highrise.	Roger Nelson
02/03/2022	Hello, The 14th Ave Ballard location is a poor choice. The zoning in that area is not conducive to high utilization of the station, nor does it serve the existing Ballard core effectively. If 15th is not an option, the station should be moved further West. Also, the cost estimates should be revisited in the wake of extremely high land prices in Seattle.	Logan Bowers
02/03/2022	The West Seattle portion of this project should prioritize the following (in order of importance): 1) Easy transfers to the other lines in SODO (minimize walking distances and wait times), 2) Stations accessible from the heart of the areas they serve (i.e. at or under the Alaska Junction as opposed to multiple blocks away), 3) Underground stations and lines wherever possible.	Matt G
02/03/2022	What in the he'll was that junk you sent to households. I Wasted photos, little comprehension as to what was planned. Oh, excellent on repeated language translations. And what was the projected annual cost on these options. Defend and replace this tax funded waste refered to as / sound transit..	Steve Wedlund
02/03/2022	It's hard for me to get excited about a transit system that a not insignificant percentage of people alive today will never ride by the time it actually opens. The fact that the existing light rail is so desperately slow already, doesn't really seem to inspire much enthusiasm for the future of transit in Seattle 12-17 years from now. All the environmental impacts aside, and those are considerable no matter which option is chosen, how useful will light rail in Seattle really by 17 years from now? Why are we investing so much time and money into a system that is almost certainly going to be obsolete by opening day? That said, from an environmental perspective, the major damage, from my point of view, is how completely fractured the detours are likely to be. With the daily experience of the WS Bridge detours, which are either slow, winding through residential streets and neighborhoods, or both - how are you going to make these detours manageable over the next 12 years? The detours themselves cause significant environmental damage from the sheer volume these routes are taking today where there was never intended to be this much volume. I don't know. I guess something is better than nothing - maybe. But I think it would be smarter to abandon light rail and look for something that is going to be able to accommodate the projected population with something that isn't 60 year old technology by the time it first opens.	George Grunwald

02/04/2022	My focus is on getting all of this transit in as soon as possible, much sooner than 2030s. The environmental impact of all of these options seems extremely negligible when compared to the alternative that is cars. It seems running via tunnel is less disruptive noise wise and fairly low on environmental impact while cost effective enough.	Steven Roberts
02/04/2022	The tables comparing construction tradeoffs for route options are very helpful. As I compare alternatives for the Ballard station, I struggle to understand why "Elevated 14th Avenue" is the preferred alternative when "Tunnel 14th Avenue" has superior characteristics on every axis in your own comparison. Beyond these pros/cons for construction which clearly favor "Tunnel 14th Avenue", the end state of having a subterranean station vs a ground level station seems far superior. The underground station would free up more ground level retail and living space above and around the station. The underground track would provide far less disruption to a busy traffic nexus in Ballard. An underground station would accommodate far more waiting passengers and provide protection from the elements. Beyond this, I don't see the topic of bridge vs tunnel over the ship canal addressed. I would expect a bridge to cause disruption to ship traffic as well as trains if it were low enough that certain ships could not pass through without it being raised. From an urban planning point of view, tunnels and underground stations are superior and scale better over the decades. While cost must factor in, tunnels and underground stations should be the default choice as we plan for the future where our local population surges by 50+% over the next few decades and becomes a major urban hub. In this situation the "Elevated 14th Avenue" station also wins across all cost and tradeoff comparisons. Let's build the tunnel.	Patrick Finnigan
02/04/2022	I support an elevated route from Interbay to Ballard. We should use this new crossing to add support for bikes and pedestrians, like Portland's Tilikum Crossing does. https://www.portlandoregon.gov/transportation/68548	Aubrey Pullman
02/04/2022	The area under the elevated section from Interbay to Ballard should be used to provide a high quality pedestrian and bicycle path that connects to the Elliot Bay trail from the Magnolia Bridge through Interbay to the Burke Gilman.	Aubrey Pullman
02/04/2022	Delridge section station DEL-2a makes the most sense. Displacing part of a golf course versus displacing homes should be an obvious choice. The lower design seems less offensive, blending into the neighborhood and actually displaces fewer homes than the giant concrete pillars needed for 1a. 2a also does not impact the park, play area, and playfield. These are important parts of this neighborhood which is already being greatly impacted by this construction.	gretchen van dyke
02/04/2022	I have a concern about the location of any Light Rail station in West Seattle. I understand the Alaska Junction is the ideal location for the Light Rail but there is currently no bus route in my neighborhood that will take me to the Alaska Junction. I'm assuming there won't be any parking at the station. How will commuters get to the Light Rail station? Also, the time (5-7pm) listed for the West Seattle meeting does not match the time (5:30-7:30pm) of the meeting when I add this to my calendar. Which is the correct time?	Ivy Lim
02/04/2022	I believe it's best to create a tunnel to West Seattle than to create elevated rail. The elevated route to go over the Duwamish Waterway, the Delridge/Marginal Way junction, and along the West Seattle golf course would be unpleasant to look at and experience, creating the area feels much more industrial than it is now. Why not route a tunnel under the Nucor Steel plant, making a softer turn to Avalon Way, and then to Fauntleroy. If you're already doing a tunnel, why not just do it once and for all? Like how it's been done under Capitol Hill, Beacon Hill, and UW? There's no need for more elevated routes over the Delridge/Marginal Way junction - it's just too much, especially when the West Seattle Bridge has been closed for the past 2 years.	Derek Wendt

01/31/2022	Hello, Please reevaluate the depth for the stations, particularly in Downtown and International District, Elevator only access with transit time of 5+ minutes from station entrance to boarding (not counting for elevator wait times), should be viewed as an unacceptable design. Furthermore, faster methods such as cut and cover should be viewed as preferable to tunneling deep when practical. Disruptions will be necessary to provide this city with mass transit. Thank you for your work in bringing public transit to Seattle. Adam de Gala.	Adam de Gala
02/01/2022	Dear ST, We will be the embarrassment of the world along with having created a system that fairly begs riders not to approach if we continue down the path you are currently leading. I'm sure you have seen this: https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/. Whatever discounts in ridership your models make account for with respect to long travel – vertical or otherwise - from either station entrance or platform 1 to platform 2, I promise your adjustments will prove to be far too small. These horrible deep station designs will be the ruination of ST rail. Try explaining why Seattle needs two downtown train tunnels to anyone who doesn't live here and is not inured to the "Seattle way" of planning? Only if you are in need of a good laugh. Best, Paul Paul Feldman 206.317.7687 Seattle CD WA-7, LD 43, King County 8, Seattle 3, Schools V	Paul Feldman
02/02/2022	https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/ I fully agree with the points made in this article. These designs sound poorly considered and difficult to use. Please reconsider station design so that light rail can be fast and user friendly. Jessica Winter-Stoltzman Seattle resident	Jessica Winter-Stoltzman
02/04/2022	In regards to the Ballard link, putting the station anywhere but 15th is a mistake UNLESS you're going to build an elevated pedestrian bridge over 15th. Surface routes are fine. The number one goal should be to finish this in a reasonable amount of time. 2039 is basically the same as never. How can we speed this up and haul Seattle's public transit into the 21st century (or rather, back to the early 20th century, since there was a way better system of transit then). Come on, let's GO!!!	Kay McKelly
02/04/2022	I left a comment earlier and I think I misread one of the plans. I just wanted to emphasis I really like the preferred alternative station locations for the Seattle Center, especially the East portal and how it is located in the center. It is nice to see a very pedestrian entrance.	Parker Ammann
02/04/2022	Please no operable/draw bridge over Salmon bay.	Parker Ammann
02/04/2022	I am a Ballard resident and prefer the Interbay/Ballard Segment - Preferred Elevated 14th Avenue Alternative (IBB-1a) proposal.	Logan Bryant

02/04/2022	If it stops at 35th and Fauntleroy, that would be a dream. Also if it went just beyond to California Ave, it's a great spot in West Seattle with plenty of traffic.	Travis Elliott
02/04/2022	PLEASE do not make the stations so deep! Having deep stations significantly increases the cost and complexity of construction, and severely negatively impacts the rider experience by making it take much longer to go in and out of stations. As stated in ES.3.1.2.2 of the draft, the alternative CID-1b of the International District station would be 190 feet deep. There is no good reason for the station to be that deep. That's deeper than Beacon Hill, and there isn't even a giant hill in the way like there is there! Making it so deep would be very expensive and unnecessary. And the extra cost wouldn't even be worth it, since deep stations negatively impact ridership with the way they increase travel times. If you want to avoid cut-and-cover construction, there are better ways to do it. Just look at the London Underground: their TBM-mined stations are seldom deeper than 70 feet below ground.	Timo W
02/05/2022	My comment is related to the West Seattle (WS) portion of the WS and Ballard Link extensions. I note the preferred alternatives are all using elevated routes past the Avalon station, going into WS. I encourage you to highly reconsider this, and to move with the preferred alternatives with third-party funding. For once, work hard and find this funding. Elevated routes will have a dramatic impact on people living around the rails, while the overall goal of light rail is to improve the quality of life by providing a reliable commuting option. Elevated routes will cut outdoor light for many apartments and businesses which have windows on only one side. This will also increase the noise level since the noise from the trains will radiate up and down from the elevated routes. Elevated routes will also be a scar to the urban landscape which has never been designed to anticipate this. Also, pillars and the complete infrastructure will be a magnet for graffiti, tags, etc., which will be poorly taken care of (as can be seen in existing light rail routes) by public entities in charge of maintenance. Finally, elevated routes are more impacted by earthquakes than other types of infrastructures. Tunnels will remove all these nuisances. They've been used throughout the world for 100+ years with success, and many cities are still building new ones, like Paris for the various RER extensions (heavier than light rail). It's 2022: Be modern, turn on the brain, and make the right decision for once. Also, WS had street-level rails decades ago. That's not even considered here: What about closing streets or reshaping them for that purpose. A good example of what can be done is the city of Lyons,in France. Take a look. One last thing: If you want to reduce costs, forget about working with unions, etc., which are working solely for themselves and rising the costs for their own benefit (as an example, the union for the port is a poster child of discrimination and privileges as it creates four categories of workers, with the D one being of extreme negative impact on workers' life). WA state laws already guarantee minimum income. Open the door to competition. Get rid of the red tape which drives the making of decisions which go against the overall objective.	Romain Seguy
02/05/2022	A tunnel seems to be the most appropriate route for West Seattle. Otherwise, the above grade alternative is very disruptive. Unlike other area's it goes right through a dense residential area. A tunnel is much less obtrusive and eliminates enormous stations above grade. Allows for a much more aesthetic entry into West Seattle. Not in favor of an above grade rail. West Seattle is not a quasi industrial area.	Richard Kettlewell
02/05/2022	I live in West Seattle and drive between Delridge and the Junction daily. I think 3 stations between Delridge, 35th, and Jefferson Square is too many. The stations aren't that far apart, but the vertical rise will make it kind of hard to walk. I think 2 stations, at Delridge and either at Jefferson Square or possibly on Fauntleroy and Alaska, make more sense. It's hard to see why buses or transfers needed on Avalon couldn't just go to either station. It also seems like it would save a lot of money and slightly shorten the trip times into downtown.	Paul Fleurdelys

02/05/2022	Hello. I live in the West Seattle In my opinion the better way to route Light Rail to this part of the city will be through a separate stand alone bridge with a bottom route on the EIS draft. Since the West Seattle bridge is in repairs right now and there is no guarantees that it won't have to be repaired sometime shortly the future, Light rail will need its own dedicated high bridge. From the point where it touches the land on the west side, the rail should be in the tunnel, following the pin preferred alternative up to the 42nd Ave sw with a stop at Fauntleroy Way sw. Also, the route should include stops near Delridge and Avalon Way SW. Thank you	Yuriy Mazurenko
02/05/2022	Hello, First off, I want to thank the SoundTransit staff for all their hard work pushing forward our transit system into modernity. The investments we are making now will pay dividends for us into the future. That said, we have to make the best decisions we can to ensure the success of our transit network and provide a good rider experience. After reading the Draft EIS, I have major concerns over the vertical circulation in many of these proposed stations, particularly for the stations in Chinatown/ID and the downtown core of Seattle. Aside from the new Westlake station that needs to accommodate the existing tunnel and the station at Mercer/Harrison that needs to go beneath the SR-99 tunnel, we must do whatever we can to avoid having deep tunnel stations. In particular, the deep-bore station alternatives for Chinatown/ID station need to be thrown out entirely. This station is going to be the most important station in the system, functioning as the primary transfer point between the 1, 2, and 3 Lines, as well as both Sounder lines. Making the transfer as easy as possible - and therefore making the platforms as close together as possible - is paramount to ensure the success of our system. Potentially requiring riders to take an ELEVATOR to transfer between lines at a station as busy as this should be out of the question. Additionally, the elevated station alternatives are too tall in general. All of the alternatives need to be evaluated and replanned to have a target height above ground of 50 feet or less. Northgate Station is 45 feet above the ground, and that's about as tall as we ought to build a station if we want to provide a good rider experience. Going too much taller requires passengers to travel unnecessarily long escalators/stairs/elevators, lengthening trip time by several minutes at each boarding and departure, making the rider experience worse. Thank you for reading, Ryan Lorey	Ryan Lorey
02/05/2022	None of these alternatives provide direct access to light rail for the residents of High Point, the largest mixed-income community in the area. Instead of reconnecting this thriving community of nearly 1,600 families with the rest of Seattle, the focus is again on the wealthier areas in West Seattle. There are no plans to expand this Link Extension to White Center and further connect additional low and mixed-income communities to downtown Seattle. Many of these residents rely on the public transportation system and they should be provided direct access to a modern mean of transportation. Let the residents of Alaska Junction walk/take a bus to the Avalon station and replace the Alaska Junction station with a 35th & SW Morgan station. Make it a tunnel route, with a deep station, if the current light rail trains cannot go up the hill. Reevaluate your plans through Equity lenses.	Codrin Nedita
02/05/2022	I prefer the pink alternative route with Ballard stop on market St.	Jonathan Newkirk
02/05/2022	I prefer the pink alternative from the map in the pamphlet. I also prefer anything that brings the light rail to Ballard sooner.	Dayna Polstein
02/05/2022	I am a west Seattle resident and This proposal has my full support. The only thing I wish is that it were being built far more quickly. Let’s do this!	Benjamin Hamm

02/05/2022	Magnolia is so underserved in regards to fast public transportation. Please put it as close to Magnolia as possible.	Emilia Misner
02/05/2022	Hi, it's important to ensure we're getting better access to the International District and engaging with our communities of color. It is extremely difficult to get around most areas in the Greater Seattle without a car so further expansion to the light rail to more unrepresented communities is important. I live outside of Seating the suburbs and have always wished that there was better modes of public transportation. This proposal if brought to fruition will bring better access to a community that is under represented and creating further inclusion, plus alleviate congestion and parking issues in the ID.	Jennifer Le
02/05/2022	The Andover alternative is far and away the best, cheapest, and really the only feasible option! It does not displace numerous families, is the best option for transfers, has the least detrimental effect on the community, and (even per draft EIS) fits in best with the layout of the surrounding Delridge north/south oriented neighborhood blocks. What eyesore the other options are. And the other options go diagonally through North Delridge, ripping out the heart of the neighborhood and wreaking havoc on traffic and the overall look of the area.	Jeff Harding
02/05/2022	Andover alternative is on/under budget, great station location, and perfect alignment with the layout of the North Delridge neighborhood. Andover is a great route. It leaves intact the occupants that the rail is intended to serve. The Andover route is a perfect match with the historical neighborhood. Great access for local riders, plenty of room for parking, ample room for bus transfers, and ideal for commuters. Andover alternative does not displace the entire neighborhood. Its routing aligns perfectly with the North Delridge neighborhood.	Jeff Harding
02/06/2022	I prefer the medium tunnel options, particularly medium tunnel at 41st as it displaces the fewest number of residential units and only 35 businesses. Also, it is a lower budget and does not effect parks.	Paola Medina
02/06/2022	I would like to provide two comments on the draft EIS. Cut and cover construction doesn't have to be as intrusive as are being described. In relation to the International district station, I would recommend that ST look to the Broadway skytrain extension project in Vancouver, which is utilizing cut and cover construction in a less intrusive (but more cost effective) manner: https://dailyhive.com/vancouver/broadway-subway-construction-skytrain-millennium-line 2. for the deep stations proposed, I would recommend that ST staff look to design examples from Barcelona's "Line 9" project. There is precedent for constructing deep train stations for significantly lower cost than shown in this EIS. Thanks for your time, Chetan	Chaitanya Sharma
02/06/2022	Personally prefer 'Other Draft EIS alternatives' as it travels through SLU and Seattle, which are most densely populated areas in the city.	Vincent Chen
02/06/2022	I would like to have the Medium Tunnel 41st Avenue Station Andover Street Station Lower Height option. It is one of the lowest cost and least impact to the West Seattle neighborhood and best fits our needs for West Seattle.	Adrian Pope
02/07/2022	For the Ballard to downtown link, I would prefer the “blue” Draft EIS alternative, giving greater access to the Link for residents of Upper Queen Anne, who are otherwise quite remote from the potential stations. The blue alternative seems more central to population centers.	Jon Skillman

02/07/2022	The link stop in Uptown should be located in the center of the Uptown neighborhood at Mercer St., not at Republican which is a block south of the major existing transit stop in the neighborhood. I strongly oppose construction of light rail on surface streets. The surface route in the Rainier Valley significantly slows transit and is unsafe for pedestrians and drivers. It also seems discriminatory; why are surface routes only proposed in south Seattle?! The use of elevators rather than escalators to transfer from the West Seattle/Ballard to the existing light rail line is a terrible idea and will add additional hassle and travel time to an already unnecessarily time consuming trip from - for example - my home on lower Queen Anne to SeaTac airport. Because the link travels so slowly through the Rainier Valley, it already takes more than twice as long for me to get to SeaTac using the link as opposed to using Uber or Lyft. Every deterrent such as time consuming elevator rides and slow train speeds on surface streets discourages the use of mass transit! Finally, PLEASE FIX ALL THE BROKEN ESCALATORS on the existing line. The number of broken escalators is disgraceful.	Robb Miller
02/07/2022	I would prefer that the Link Light Rail extension to West Seattle be all underground once the Link Light Rail tracks get to Delridge. It is much quieter for the Link Light Rail to be underground and it will prevent Sound Transit from having to tear down lots of buildings, homes, and trees. The Preferred alternatives with third-party funding" (the brown line indicating that is is a tunnel route) is my preferred option. The third party funding would help with addition costs to put the Link Light Rail underground. We should make this the best form of transit possible and above ground train routes are not as good for quality of life as trains that are underground.	Zachary Burton
02/07/2022	Hi! I own and live in a home in the Delridge/Youngstown area. I've seen public support for a gondola system instead of the proposed light rail, and I would like to see an analysis of that alternative as well. According to the organization West Seattle Skylink, a gondola would cost far less and be completed far sooner than a light rail line. I would like Sound Transit to do their own analysis and publish their results to determine if that is true. Thanks! Don Zheng	ZHAODONG ZHENG
02/07/2022	Strongly support extension to W Seattle. We live in South Seattle but rely heavily on access to W Seattle as many common resources/services in the South End (Rainier/MLK corridor) are very under-developed and/or inferior. The connection between W Seattle and everywhere else besides downtown is a MESS. Adding a link light rail would help stabilize access to that area so it is not at the mercy of one driving route. Please also include the White Center area in your planning. Thank you.	Jennifer Harris

02/08/2022	The quantitative criteria used in the DEIS fail to incorporate impacts on qaulitative issues such as quiet residential neighborhoods bein impacted vs. busy, noisy arterials, and the significance of larger businesses to local residents as opposed to just the number of businesses. Re the rneighborhood issues, Fauntleroy seems to me to be the preferred alternative as opposed to any of the41st/42nd alternatives because the condos along Fauntleroy were built with noise issues in mind, and people who bought those units did so with full recognition of existing noise issues on a arterial. In contrast, condo owners along 41st and 42nd bought units on fairly quiet residential streets, and these Seattle residents will experience a significant deterioration in their quality of life if any of the alternatives on those streets are selected. In regards to businesses, at least 2 grocery stores are impacted by the 41st/42nd alternatives. My wife and I walk to these stores; if ST puts transit stations on those streets and thereby destroys these 2 stores, we will be forced back into our car to find comparable shopping alternatives. Mass transit is supposed to lure people away from their cars, not force them back into them. A final point - given the timing of this process and when analytic work was done, I very much doubt that the economic projections used to forecast light rail and bus ridership are anywhere close to accurate given the continuing impacts of COVID-19 on ridership. Remote work is a long term reality that businesses all over the world are adjusting to. Therefore, I think that ST light rail ridership will be lower than forecasted in the DEIS for many years. Any cost-benefit calculations based on the existing economic projections need to be redone based on new more accurate ridership projections, which in turn would stem from revised long term economic projections. I am a professional economist and I know how the economic projections are prepared, and when they were prepared. Your present projections are invalid in our new "post-COVID" reality.	Paul Sommers
02/08/2022	West Seattle Line Comments - Please act with upmost speed in completing this project. Speed, not perfection (extension will never be perfect as certain groups of people will always be disappointed), is my number one priority. A raised line is acceptable (and will be quicker to build), and it is a better riding experience to be able to look out windows instead of being trapped in a dark tunnel. Planning now should also consider extending the line south in the future, especially to diverse communities that rely much more on transit like High Point and White Center. Please try to save Trader Joe's in the Junction.	Brian Janura
02/08/2022	I attended a meeting on the Interbay segment evaluated in the EIS. As someone who lived for 10 years in sight of the Ballard Bridge, I am concerned about the numerous effects to residents, traffic, historic Fisherman's Terminal and the canal if the 136 foot "preferred" bridge over the canal remains the option. Based upon the projected costs, it sounds like the tunnel under the canal and the bridge option are comparable in price. If this is the case, I strongly urge the need for a tunnel to minimize impacts to the businesses, residences, parks (notably the boat ramp on the North side), shoreline loss and marine disruption in the area of the Ballard Bridge. Additionally, 15th Ave is a very important traffic corridor, the only one serving the northwest corner of the city, so impacts caused by above ground infrastructure should not be taken lightly. As for the Smith Cove proposed stations, it was unclear to me how easily pedestrian could access the proposed Galer Station, and whether historic views from the Betty Bowen viewpoint would be impacted. Thanks for your consideration! I am excited that light rail in this area is finally looking like a real possibility.	Marina Alvarez
02/08/2022	As a West Seattle resident and homeowner. I do NOT want the Light Rail connecting into the Alaska Junction. It should stop at Delridge or Fauntleroy and go directly down to White Center. There are too many schools and traffic congestion in the Alaska Junction to make this a safe or beneficial location for a light rail stop.	Sarah Tito

02/08/2022	Most Important: The rail needs to service California Avenue business district (as it is the heart of West Seattle) with stops on either 41st or 42nd - NOT FAUNTLEROY! There is one clear choice: "Other Alternative - Medium Tunnel 41st Andover St Lower Height". It is unquestionable the best choice for these reasons. Is causes the fewest residential displacements in a housing market where there is a shortage. This option will be least impacted by budget overruns as the cost to acquire residential properties continues to increase dramatically in a housing market where there are extreme shortages. It is one of the options that impacts the fewest businesses. It is THEE HIGHEST PERFORMING SOLUTION! It is one of the LOWEST COST solutions. It is one of the lowest cost solutions. Unlike almost all the other options, there are no permanent park effects. Given these reasons, it is almost incomprehensible to me that the other options would even be up for serious consideration.	Michal Dodge
02/08/2022	As someone who both lives in the area of the West Seattle extension and uses public transit as my primary means of transportation, the expanding light rail system is something I'm eagerly looking forward to. I strongly prefer any of the options that involve the Alaska Junction station being underground. Overhead train stations harm the walkability of an area; they're ugly and noisy. Compare, for example, the impact of the overhead monorail stations downtown to those of the downtown tunnel. The area around tunnel stations is walkable and pleasant, busy at all times of year, while areas with overhead monorail are practically deserted.	Blue Frauenglass
02/08/2022	As a Ballard resident and homeowner, I believe that for the Interbay/Ballard Segment, the best solution is the Preferred Tunnel 15th Avenue Station Option (IBB-2b). I recognize that it's more expensive, but as the best option long-term, I think it's important to avoid ending up with an inferior infrastructure in the future by trying to cut costs now.	Lonnie Mann
02/07/2022	Hello, I am writing in full support of light rail coming to West Seattle and Ballard. My main concerns are as follows: -This should happen sooner. 2032 is a long time away, and this city has needed improved train service since we first voted it down in 1968. Service sooner than 2032 to at least the Delridge station would be a great start. Condos and houses would be less affected, and a station near Delridge would at least be a place that West Seattleites can go to have train access. Let West Seattle argue over routes/etc., but please get a train across the Duwamish waterway to us, preferably much sooner than 2032. -We'll need direct bus lines to the stations. The proposed routes aren't that extensive, so there will need to be more buses that go directly to the train station. I live near 35th and Morgan and I can't currently get a direct bus to a train line, including Sodo. -Bike Lockers: Please, please, please have plenty of bike lockers at stations. Again, with not a lot of direct bus routes to train stations from West Seattle some of us will just prefer to bike over there rather than take multiple buses. Fully safe bike lockers are important for e-bikes as well, with the current crime in Seattle. Finally, and most importantly, please just finally make this happen. We could have had light rail and then decent monorail routes for over a decade now, but instead we've put it off and land has become more expensive. Cars, even electric ones, are not a sustainable option. We need to focus on expanding our train system as the number one priority in public transportation. Thank you, Steve Raparelli	Steve Raparelli

02/09/2022	PLEASE, PLEASE, PLEASE make the Delridge to Alaska junction section underground. There is already enough noise and traffic in our neighborhood. I struggle enough with sleeping due to the trains horns in the distance. I will hate wehearing the bells of the passing train.	Lindsey Imbier
02/09/2022	I really don't like how deep the stations are through downtown. It is crazy to have them be so deep you can only access them via elevator. This might work fine at a station like Beacon Hill that's outside the urban area and has less riders getting on and off there, but having elevators at a busy station downtown means people are going to be waiting awhile to get on an elevator rather than an escalator or stairs. Please go back to the drawing board and make the stations be closer to the surface.	Evin Fairchild
02/04/2022	This is Joan Bateman Phone Number(412) 952-5829. I lives in Seattle, e-mail, Joan Bateman, joanbateman@earthlink.net. I have one comment, and it seems almost silly,excuse the expression, to have the West Seattle line stop, either at SODO or Holgate, without going all the way to the stadium. We have many people that go to the games, football, soccer,baseball. Many nights a week. And you can count on most in the summer time, almost every day. And it would be helpful, if we could get ourselves all the way to the stadium, so that we don't have to walk, many of us are elderly or disabled. And, or, figure out how to get there. Thank you. I hope my comment makes sense to you, and thank you for including me in your comment period. Please call back at (412) 952-5829, if you have questions or need any more information. Thanks. Bye.	Joan Bateman
02/09/2022	There does not seem to be any provisions for access for those living in West Queen Anne to access either Smith Cove or Interbay stations. The greenbelt essentially blocks this access and it appears that a station closer to the Seattle Armory would be more beneficial rather than Smith Cove.	Denis Ogun
02/09/2022	Keep the preferred alternatives through Seattle Center into Interbay and Ballard. Costs, congestion during construction if we use Mercer will choke the area. A couple blocks from Mercer with a stop by Climate Pledge is smart How high is the track have to be to cover water into Ballard? Make that distance as short as possible to contain costs	Scott Douglas
02/09/2022	The WS line that ends on Fauntleroy and does not make it up the hill to 41st or 42nd leaves the least negative impact to the WS community and is, therefore, the best option. Fauntleroy is a busy street and can handle having a station and above ground platforms provided some businesses are purchased on the east side of the street to leave room for the station. This is the best option from a service perspective and to minimally impact the Alaska Junction “village” aesthetic. It also provides value to the most commuters; servicing those that live near the Alaska Junction, those on 35th, Fauntleroy area residents and the incoming ferry commuters.	Brook Peters

02/10/2022	Hello! Thank you for taking the time to consider my comments. I am a Seattleite from the Maple Leaf neighborhood and I first want to say that the Northgate Extension to Link has been an amazing addition to the area. It was only after living abroad that I realized how absolutely essential a reliable, effective, and well-designed rail network is to a functional city, and because of that I think Sound Transit needs to address a problem that has been creeping up more and more in the past few years as ST3 goes through design: unnecessary concessions at the massive detriment to the project. The current plans for the second downtown tunnel are, frankly, unacceptable for a functional transit network. I could go into the dozens of reasons why stations so deep would be a massive handicap on the system, but I am going to assume that your team is already aware of why this is a bad thing (transfer times, accessibility, etc). Instead, I want to make a plea: please stop worrying about the impact and disruption of construction! A temporary inconvenience is ALWAYS worth it if it means a century of exceptional transit infrastructure. As a resident of Maple Leaf, the construction around the Northgate Transit Center was an inconvenience for years, but the results speak for themselves! In my opinion, another shallow depth (possibly even cut-and-cover) tunnel through downtown would save money and create an incomparably better ridership experience than a 10-story deep TBM route. Yes, it would cause disruption, but we put up with massive disruption for years of road and highway construction all the time, and for something that is a massive waste of money and space in return (car-centric infrastructure). Yes, some people will complain, including businesses. But businesses come and go, and the results of this project will outlive all of them. We cannot allow a loud minority to control the future of transit infrastructure in Seattle and the surrounding area. We must be willing to do the hard or inconvenient thing in the short term if it means exceptional results that will benefit hundreds of thousands of people every single day. Please, do the right thing and make the right choice for this project. I want my family to be able to ride the Link as I grow old and not regret horrible decisions and impotent results.	Keenan Sieg
02/10/2022	As an eastsider, my priority for the Westlake station is to have easy access to the Paramount theater and 5th Avenue theater, as that is a primary scenario for when I would take the train into the city, connecting from the eastside train.	Austina De Bonte
02/10/2022	There are a lot of good public opinions out there on the Seattle line expansion like the video linked below. I know this isn't really the place for this comment, but I'd like to hope these considerations are being seen and noted. I hope the Seattle line can be built to be it's best and most usable self despite any pushback. Thanks https://youtu.be/mqnTqNSxXs0	Jackson Teal

02/09/2022	Hello, I would like to provide the following comments for the West Seattle Light Rail Extension: SODO-1b would be preferred due to the footprint and maintenance of one facility versus two facilities. A much "cleaner" concept and impacts fewer businesses during construction. No preferred option on the Duwamish segment. It appears to be a trade off of impacts vs cost. The preferred DUW-1a seems sufficient. DEL-2a seems to make sense. However, why would you need third party funding for DEL-2a that is $400m but not third-party funding for DEL-1a at $600-700m. Seems like a good choice to save $200-300m for something that serves the same purpose. Getting a station as close to California Ave as possible would be a good idea. The Alaska Junction is the hub of West Seattle. The goal should be to service that hub. WSJ-3b would be the most useful for everyone. This includes people on the other side of California Ave (Genesee etc.) Those people will not get much use out of it if you put the station far away. However, a $800m difference is a tough one to swallow for a few blocks of additional access. Best regards, Cody Cousins	Cody Cousins
02/08/2022	My comment to the proposed West Seattle Station is to please chose the alternative that does not condemn or take houses along the pigeon point neighborhood. Please pick the option that goes on the other side of the freeway. Thank you, Kathryn Perkins Resident of Pigeon Point in West Seattle	Kathryn Evans
02/08/2022	To all who are working for Sound Transit - thank you. Public transportation is a critical public service, and this Seattle resident appreciates the hard work. I'm excited for all the new developments coming in the years ahead!	Joe Dubbs

02/08/2022	Hi: Thanks for the opportunity to comment on the Ballard to West Seattle Draft Environmental Impact Statement. My thoughts on West Seattle: MUSTS No sky-high concrete columns. If 150-foot columns is the best Sound Transit can do, it should postpone until it can do better. No one will be happy with that result which, in a world with gondolas now and self-driving taxis on the way, seems dated even today. The community will look to tear it down within a generation or two. Delridge/Genesee area residents, in particular, may be better off losing their homes than living in the shadow of a graffiti-riddled, Viaduct-like structure running through their neighborhood. _Avoid West Seattle Golf Course as much as possible._With so many options available, there is simply no reason to trample on one of West Seattle's best and most historic assets. Some form of tunnel. I understand tunneling is costly, but the cost has lessened since ST penciled this project years ago (see Elon Musk's The Boring Company). Indeed, ST should re-examine the financial feasibility of a Pigeon Point tunnel: with real estate getting more expensive and tunneling getting cheaper, the delta between tunnel and elevated can't be what it was when Pigeon Point was nixed in 2017. (Speaking of Pigeon Point: It is only 1.8 miles from Pigeon Point to the Junction. Conversely the University/Capitol Hill Tunnel is 3.1 miles -- and it was built! Surely tunneling in West Seattle is not THAT much more expensive than it is in Capitol Hill.) For light rail to expand south, a tunnel is the only viable option. **Limit the above-ground "transportational" vibe.**No one wants West Seattle to look like it's next to an airport. BECAUSE THEY DON'T MEET THE "MUSTS," SOUND TRANSIT SHOULD ELIMINATE ANY CONFIGURATION WITH THE FOLLOWING: DEL-1A; DEL-1B; DEL-2A; DEL-3; AND DEL-4 AS CURRENTLY ENVISIONED. **IF ST SETTLES ON A DELRIDGE WAY STATION INSTEAD OF DAKOTA OR ANDOVER FOR THE DELRIDGE SEGMENT, IT SHOULD CONSIDER A DEL-4/DEL-2B HYBRID ROUTING. ** The elevated, lower routing would start heading west on the south side of Genesee, then cross to the north side of Genesee as soon and as far east as possible before entering a tunnel just east of Avalon on the north side of the street. Advantages: The golf course would be spared save perhaps a few hundred feet at the far east. The green area that would be left over below the tracks on the north side of Genesee could be repositioned as public space (dog park, etc.), which would be much welcomed in an extremely dense neighborhood. DEL-2B IS PROBABLY THE BEST OPTION ON THE TABLE NOTWITHSTANDING THE HEIGHTENED COST OF A LONGER TUNNEL. SURELY ST CAN PROCURE FEDERAL INFRASTRUCTURE FUNDING TO MAKE UP THE DIFFERENCE. THE ANDOVER STATION OPTIONS -- DEL-5 AND DEL-6 -- ARE REASONABLE OPTIONS SO LONG AS THEY TUNNEL AS SOON AS POSSIBLE. (WSJ-4 OR WSJ-5.) The Andover Station options (see the 6th and 7th columns below) actually stack up quite nicely on all counts (see chart below) except for the location of the North Delridge station, which many people will say is too far north. That might be a plus. That station's ridership is going to come mostly from buses anyway, And if ST can build, say, a skybridge connecting lower Avalon to the station to the south of Nucor, then it would basically connect Alki and North Admiral riders: they'd only be a bus ride away. [See documents below for the Rainbow Slide refrerenced.] Sincerely, Nick Jenkins	Nick Jenkins
02/08/2022	As a new home owner in Ballard I'd really like to see the preferred tunnel option to 14th or 15th (IBB-2a or IBB-2b) as the selection. Mainly because these options disturb the community in the lowest way. A lower number of residents and business along with greater reduction in impact to the shipping canal. Is there anyway for residents to donate to the funding? Thanks	

02/09/2022	Why are we extending our light rail system? By one calculation, light rail's total cost per passenger mile is about $2.03, while private vehicles average about $1.02. Even taking these numbers with a grain of salt, light rail is a tough sell based on cost-efficiency. Light rail's environmental benefits are real, but they're probably not durable. A Toyota Prius consumes half the energy and emits a third less CO2 per passenger mile than light rail. LTR is greener today, but maybe not tomorrow, if we end up where we want to be with alternative fuel vehicles. No study has found any light rail to reduce traffic more than marginally, even in the most successful systems. This seems to be borne out in the draft EIS, which estimates Seattle light rail extensions will reduce traffic 20 years from now by 0.1 percent, or 1/1000th. So why light rail, then? Serious proponents seem to focus on light rail's ability to guide and influence economic development. This can make sense. A highly subsidized transportation solution like light rail shifts the cost of mobility from the individual to society. We all benefit from enabling the mobility of individuals participating in the economy. But is this arguably singular benefit worth the blight of elevated light rail? The short answer is no. Elevated guideways can be a great solution along existing freeways or through unpopulated stretches, but it's not defensible in urban and semi-urban areas. If we can't afford sub-grade over elevated, we can't afford light rail. This is not subjective opinion: new urban light rail in successful cities around the world are universally below grade. US cities seem to be uniquely willing to permanently sacrifice urban character in exchange for surprisingly small one-time savings. If we're going to spend billions under the banner of a vision for the future, let's make sure that vision isn't myopic. Let's suffer only once, spend the relatively small amount of additional money upfront, keep guideways below grade in West Seattle, and not accept irreversible mediocrity in the name of economy and easier execution. Expediency erodes our future. Thank you, Gene Brumblay	Gene Brumblay
02/10/2022	Hi, Have been loving the access available and the new stations for the Link in the past few years. Have been looking forward to the ballard station for quite some time as well for when it's eventually finished. It would definitely make a lot of things more accessible. Thank you, Erin Roach	Erin Roach
02/09/2022	I would prefer to see the underground station on 14thwith a connecting pedestrian tunnel that comes up on the west side of 15th. This would have the least impact and would still allow for pedestrians to reach the terminal without the need to cross 15th. This also provides for an easier expansion to connect the Ballard line at Northgate eventually. The street median on 14thwill get to 65thbefore there would be disruption. James Bushell	James Bushell
02/10/2022	Thank you for the opportunity to "share." Light rail to West Seattle is a ridiculously expensive pipe dream. As a long-time West Seattleite, I will actively work against this costly project, that will not have the ridership to support the expense. Sherry Richardson 8026 Fauntleroy Way SW Seattle, WA 98136 Sent from my iPad	Sherry Richardson

02/08/2022	1. Super deep stations are worse than not building at all - if they aren't convenient to use, no one will use them. Find a way to keep them shallow. 2. Coordinate with City of Seattle on the bridge over Salmon Bay for joint cost savings. Together, build a new bridge early & use it to divert car traffic while Ballard Bridge is torn down and a new bridge easily built in the old right-of-way. Once both bridges are complete, convert one of them to light rail / pedestrian use.	Doug Kirschner
02/06/2022	Dear ST Staff, My name is Chetan Sharma. I'm a civil engineer based outside Seattle. I wanted to provide the following two comments/suggestions regarding the draft EIS. Cut and cover construction doesn't have to be as intrusive as has been previously. For the international district station, I'd recommend learning from the Broadway Skytrain Extension project in vancouver. Here is a link for reference (if you're allowed to copy links): This is how the Broadway Subway will be built over the next five years | Urbanized (dailyhive.com) In areas where extremely deep stations are actually necessary, there are ways to mitigate associated concerns that are not yet outlined in this EIS. I'd recommend looking for the Barcelona line 9 project for examples regarding how to reduce the cost of deep level station construction. Again, here's a link if you're allowed to open them: The Most Interesting Metro Line in the World: Barcelona Line 9 - YouTube Thanks, Chetan	Chaitanya Sharma
02/11/2022	Hello, I am commenting on the Ballard/Interbay Segment Alternatives (i.e. as mentioned on ES-39 of the EIS). I believe the preferred alternative, which is on 14th St., does not adequately take into consideration the impact of usability and accessibility to the population core of Ballard. Whether people actually use the Link rail will have tremendous ramifications for Link's long-term fiscal success, as well as Link's potential for displacing higher-emission forms of transportation. In becoming part of people's day-to-day routine, every minute counts; being 5 minutes closer to the heart of Ballard (as well as to the Westward edges of Ballard) could hugely increase the number of people who actually rely on Link for regular transportation, and choose Link for travel into downtown Seattle. Given current zoning and housing trends, the gap in density between the areas East and West of 15th Ave is only likely to grow, increasing the need for access from the West. Please consider one of the 15th Avenue alternatives for the Ballard Link station; I believe they could serve Ballard much more successfully, and it looks like some of these alternatives are comparable or better in terms of cost and impacts. Thank you for your consideration.	Corey Mahoney
02/11/2022	I live in north Delridge. Your “preferred” routes through our neighborhood are the least acceptable to me. They have the greatest impact on our now peaceful neighborhood (mainly the elevated track on Genesee), and the greatest impact on displaced households and businesses. IF we do indeed have rapid transit coming to West Seattle, I prefer tunneled routes that run on Andover. This would have the least impact on our neighborhood, both aesthetically and with decreased noise pollution, not to mention less residential displacement. I am much more in favor of the Skylink option for many reasons, and hope the powers that be will give it the attention and evaluation it deserves.	Nancy Fry

02/11/2022	I strongly favor IBB-2a or IBB-2b because the tunnel options are far more aesthetically pleasing, and because bridge options put permanent obstacles on the Ship Canal that might be regretted in future years. Between the two, IBB-2b is slightly better because 15th Ave NW is truly a focus point of Ballard, whereas 14th is not. Transfer to the Rapid D should not involve a block-long walk, which a 14th Ave NW station would require.	Jeffrey Davis
02/11/2022	The West Seattle Junction station should be as far west as possible from the Avalon Station. This will put it close to the true West Seattle Junction (where most people will want to visit), close to California Ave. (THE main avenue in West Seattle), and allow more people who live west of California Ave. to be within walking distance of a light rail station . It's silly to spend so much money and have the two stations close together. I don't think it makes much difference whether the train is elevated or in a tunnel -- as long as it is not at ground level (where it has to move slow).	Daniel Koehler
02/11/2022	Before you build new tracks and stations, how about improving the current stations. Almost all stations have 2-5 escalators and elevators broken. And how can you have (to/from one track) a DOWN escalator working but a UP escalator broken? Westlake station used to be beautiful. It always has 5-7 broken escalators and elevators and the station is dirty and smelly now. Elevators that do work, have human feces and urine on the floor.	Joyce Chris
02/12/2022	I'm so glad to see the extensions to urban villages. Light rail here in West Seattle is critical. I am commenting on four locations. In West Seattle where I live I like WSJ-2 and WSJ 3 2. I hate the displacements and disruptions but the bridge closure shows us how critical it is to have another effective way off the penninsula. I like the alternatives because WSJ-2 is central to buslines and both fauntleroy and business districts at California and Alaska. It's walkable for people in new multi level multi residential constructions. I like WSJ 3.2 because it serves Morgan Junction and all the new development along California and increasingly along Fauntleroy south of Alaska. If we're going to extend into Morgan Junction 3.2 is the most sensible in my view as it goes well into the Junction. If we're going to disrupt lets make it worthwhile is my philosophy. I'm also commenting on Ballard proposals. I like SIB-1 because of it's logical placement. I drive a lot around the area and this seems to be the best location for transit with logical and workable disruptions to drivers. I also like BB3 though I'm wary of the shoreline impacts. Finally what is planned to compensate or relocate displaced residents and businesses?	sarel rowe
02/12/2022	Those deep stations are going to be a real pain for riders, adding minutes to their commute. Not to mention the expense of building them/ Why can't the West-Seattle-Ballard line share the existing tunnels with lines 1 and 2? Of course, this would entail shorter headways to accommodate the increased capacity. Using a control technology like CBTC would support that. I have read that CBTC can't be used on light rail that mixes with auto traffic, which requires block control. But the vast majority of the track miles are grade-separated. Wouldn't it be possible to have a hybrid control system, block in auto traffic, and CBTC grade-separated?	William Reed
02/12/2022	No to West Seattle light rail. It will demolish houses and businesses that are a huge part of our history. I prefer going underground and above ground like the gondola idea. The Rapid C line is fast and efficient. Work on improving the water taxi and a major park and ride. The one below the bridge only stops for the 21. West Seattle is not only the Junction. There are numerous parts of West Seattle. Seattle is making improvements. Including the rapid h line that will connect to the hospitals in first hill. The light rail is expensive and will take 10 plus years to build. Ruin our history.	Lisa Jackson

02/12/2022	For the downtown segment, as a rider I really dont want to have to ride in an elevator to get to any of the stations. Also I would prefer the option to get to the platform as fast as possible, so I think this means I would prefer the option with the shallowest tunnel (probably the bottom two sub-alternatives on page 30. I do not see too much issue with there being more construction visual and mobility impacts on the surface for some years if that means the transit will be more convenient for who knows how long this tunnel will be used.	Mark Nash
02/13/2022	Summary of comments for West Seattle: I prefer the routes that prioritize: 1) minimal impact to property and businesses; 2) maintain the character and views throughout the neighborhoods of West Seattle (e.g. do not favor towering concrete columns with raised track); 3) prefer routes that favor existing commercial zones vs residential for raised track portions of the light rail. Question: Do we actually need two stations at Avalon and Delridge? Could a signal option be introduced? Preferred routes from Draft EIS: 1) North Crossing Alternative over Duwamish; and 2) Mid-Tunnel 41st Ave & Andover Street Station Lower Height. Thanks, Andrew	Andrew Trujillo
02/13/2022	Trains are always going to be several orders of magnitude more environmentally friendly than highways, so please build more rail lines!	Sean Bennett
02/13/2022	Hello, thanks for taking the time to read this. My family and I live at the intersection of 34th and Andover, and we are happy to be able to provide input on the light rail plans. After reviewing the different options, the Tunnel 41st and Tunnel 42nd options seem like the best ones, although clearly they are clearly the most expensive. The appeal for these options include the significant reduction in ongoing noise, a decreased visual impact, and reduced residential/business impact for the Avalon/Alaskan Way areas. Behind those, I would say the Elevated Fauntleroy Way option would be best, with it being $400M cheaper to build and having a much smaller impact on businesses and residences in the area. I can't really justify those costs in order to get the station a few blocks closer to California Ave.	Jesse Tucker
02/14/2022	The depth of these stations (and the fact that you can only reach some of the platforms by elevator!) feels like a huge misreading of the room. The passenger experience is going to be so tedious and claustrophobic. We should build an accessible and inviting transit system the first time around and not make something that just checks the boxes. These should be crown jewels not fools gold!	Xio Alvarez
02/15/2022	My comments will focus on the Delridge station. I personally prefer the "elevated Delridge" option. The two preferred alternatives seem like they take out so much more good, dense, walkable housing. That area along 26th is one of the more dense areas of Delridge and it seems a shame to take out that housing. I'd rather see development along Delridge and take out some parking lots. The elevated Andover station also seems good from a development standpoint, but the potential walk/bike catchment area is reduced somewhat. Whichever station location is chosen, I hope to see mixed use development including restaurants, grocery stores, etc. The Delridge corridor is a food desert; the closest grocery to us is 1.7 miles. That store is hard to access by bike (too steep), by foot (too far) or by transit (transfer to a bus that runs at 20 minute frequencies).	LISA ENNS
02/15/2022	I like the Preferred Tunnel 15th Avenue Station Option (IBB-2b). Seems to make the most sense for ridership access. The best overall option!	Joel Jacobsen

02/15/2022	Thank you for the wonderful presentation of materials, opportunities to learn more and commitment to constructive, equitable community engagement. I realize that you are going above-and-beyond to minimize barriers to participation and I hope it results in broad, representative feedback/input. Overall, I encourage Sound Transit to change their preferred alternative for the Interbay/Ballard segment to the tunnel option to 14th. The overall impacts of the preferred alternative (elevated structure to 14th) are assumed to be greater than the 14th/tunnel option, including significant disruption to the maritime community (businesses, recreational users, etc) and removal of housing in an area already seeing explosive housing prices. Furthermore, the current preferred alternative is potentially more expensive than the 14th/tunnel alternative. The investment the community is making through Sound Transit to build these two lines is incredibly important. If we can accomplish this in a less impactful and cheaper way, then it makes sense to select the 14th/tunnel alternative as the new preferred alternative. Thanks again for all your hard work!	Dennis Sandstrom
02/15/2022	Building light rail in Ballard on 14th instead of 15th would be a huge mistake dealt with for generations. Transit should go where density exists, but Sound Transit appears to prefer building where there are fewer riders, not more, as seen by the spine eventually being built along I-5, where the closest walking destination is a freeway instead of a walkable neighborhood. ST should coordinate with the city on building light rail on 15th and the imminent replacement or refurbishment of the Ballard bridge. Moving car traffic to a new bridge on 14th so light rail can cross 15th without disrupting traffic, has been suggested. Sound Transit should not build a massive piece of infrastructure so far from the urban core of Ballard. The single family homeowners won't want a massive elevated train station anyway. Consider lower cost options like a surface rail station on 15th and Market instead of elevated (moving the arterial south of Market from 15th to 14th would free 15th for use as predominantly a transit mall). Just please don't build something over-engineered in the wrong location.	Karl Noss
02/16/2022	Voting for Preferred alternative to be built, also voting to be built sooner than 2037.	Wei Zhi Liu
02/11/2022	As a long-time Ballard resident, the IBB-2a "Tunnel to 14th Ave NW" or the IBB-2b "Tunnel to 15th Ave NW " options are the best to options for Ballard. Mostly, it's the tunnel concept that is definitely preferred to the bridge concept to minimize the impact to our maritime industries, and to decrease the pushback and probable legal challenges you no doubt will get from those industries concerning a bridge. Also, the price of real estate along that corridor is ever escalating due to all the high rises and office buildings being built. Those costs will continue to rise and may not be forecastable. However, you are already determining tunnel construction costs for the Denny Way tunnel section. At some point, continuing the tunnel maybe even be less than the bridge version. I would recommend having the Ballard station emerge on 14th Ave NW to lessen the pedestrian traffic at the NW Market Street and 15th Ave NW intersection. Further, move the station one block north to NW 56th Street and 14th Ave NW and have it emerge on the southeast side of the intersection. That lot contains a low commercial structure and a parking lot, which their removal would cause the least impact to the neighborhood. As a side note, the Ballard Bridge is very old and has been on the City's list for replacement for years. This maybe a budget nightmare, but while you are digging the tunnel for the light rail, how about use the same equipment and construction techniques to replace the Ballard bridge with a tunnel. We are apparently getting funds from the US Government for infrastructure improvement, so here's your opportunity. Edward Rhine 206-631-0158	Ed Rhine
02/16/2022	In the future, please do not build any rail or stations down Fauntleroy. This is where I live, and would be extremely disruptive and expensive for me to relocate.	Linda Takamine

02/16/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. First: Thank you for building this section of light rail! I am a Seattle native and 30 year Ballard homeowner, and I worked in Interbay for much of my working life. As such, I very much appreciate the need for this project. Regarding the route: I STRONGLY SUPPORT THE BLUE LINE ALTERNATIVE ON 15th. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to staying in Seattle over the decades and hiring local people, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the BLUE LINE alternative as a good compromise. Thank you for your consideration.	Marc Borges
02/16/2022	I would like to comment on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. As a longtime homeowner in Ballard, and a past employee of an Interbay company, I support this project. Regarding the route: I STRONGLY SUPPORT THE BLUE LINE ALTERNATIVE ON 15th. I've worked in Interbay for Dusty Strings Company located at at 3450 16th Ave W. They are a harp building company that was started in Seattle decades ago, and is now one of the top builders in the world. They have been committed to staying in Seattle throughout their history, and are a unique and valuable part of Seattle and the Interbay area, employing a crew of skilled craftspeople. As I understand from reading the EIS, the preferred "pink" line would require the removal of their manufacturing facility. This is a modern custom manufacturing facility built specifically for their operations, and as such they wouldn't just be able to buy a replacement building – they would have to design and build another custom facility. This would upset their business for many years. While I support mass transit in Seattle, I also support businesses that are committed to their employees and to staying in the city. As such I support the building of the BLUE LINE alternative to accommodate both needs. Thank you.	Nancy Borges
02/16/2022	Can the link extend further down south to high point community? High point is a high density residential area with a lot of people working along the current link stations (from downtown to airport). There are a good amount of people living in low income housing and would benefit from a close by public link station as well.	Kate Jiao
02/16/2022	My two concerns are as follows, first being: timing, 2032 is 10 years away and I think this is needed sooner — especially with the bridge being down or closed. My second concern is "Displacement of water-dependent businesses on Salmon Bay and ripple effects on other maritime-related businesses (Preferred Alternative IBB-1a, Option IBB-1b, and Alternative IBB-3). Water- dependent uses have unique characteristics or uses that could be difficult to relocate and may require construction of new facilities. Some water-dependent facilities may not be able to be relocated." What does that mean? I wouldn't want to affect the current west seattle businesses or water in the area and those water/related businesses. Would this affect traffic, especially on Marginal way? There is really only one street currently, being Marginal Way which goes in and out of west seattle - without the bridge. We have to plan that the bridge could need repairs in another 10-20 years.	Olivia Bacon

02/17/2022	Hello, I have a comment after looking at the various alternatives in Ballard. I think the tunnel option along 14th Ave NW is the best option, it disrupts far fewer properties and won't mess up sight lines in the area. Considering real estate prices are going up and up I think elevated lines above the street that requires purchasing properties will be very very expensive by the time construction starts, which is less of an issue for the tunnel. Please do the tunnel. Thank you, Andrew Wiseman 202-270-4464	Andrew Wiseman
02/14/2022	Hi all, I'm a resident of Seattle and transit enthusiast. I am very excited about the expansion of the light rail system in Seattle - that being said, PLEASE reevaluate the Ballard / West Seattle station plans. A station 15 stories deep is just unfeasible. Light rail should be designed to that it's easy to use - the easiest way to do things - and having to take an elevator to a transit stop a quarter mile underground just doesn't sound very accessible. And elevators are especially troublesome given COVID. A 6 to 10 min trip to even get to the station is longer than the time many people will spend on the train - it's wild! Please reconsider cut-and-cover or surface stations. We NEED transit to be accessible and easy in order to combat climate change. Public transit needs to work - and it's not going to if we make it hard for people to use. cheers, Ryan Wilson (530)386-6932	Ryan Wilson
02/17/2022	Several station alternatives are unthinkably deep. This is particularly evident in the comparison between CID-1a and CID-1b. 1a has a higher "price" in the short term (closure/rebuild of existing stations) but results in a vastly superior long-term experience: it's easy to get to and from the station platform from the surface. Considering the high price-tag for these transit projects, decisions should be made emphasizing the long-term utility of these projects-there won't be an easy do-over for the BSLE project. In general, I would prefer stations that are easier to access (close to the surface) and do not become clogged when crowded (like Beacon Hill can), and I prefer grade separation where possible. The regularity with which people are hit in Rainier Valley is unconscionable (as well as restricting train frequency). I admit to being influenced by this article, and I agree with the arguments: https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/	Jonathan Janzen

02/18/2022	I'm excited for the future of Link, which is why I have this constructive criticism: Do not make the stations super deep. It makes the experience for the rider much worse to have to go up and down 120 feet or more to get to the train. Elevators have a limited capacity and waiting for them can make you miss your train. Escalators are almost always broken at Link stations. The best thing we can do is to make the stations as shallow as possible. Chinatown is one of the greatest places in Seattle. I'm glad it's getting a second station and I have no doubt that it will be very good for the people, business, and culture of the international district, as long as the station is pleasant to use. Please select one of the shallow alternatives. 80 feet or 90 feet is exponentially better than anything over 100 feet. I also strongly suggest you evaluate making any of the other deep stations shallower because it will pay off in the long run, but at the very least, you must select one of the shallow stations for Chinatown. Thank you	Andrew Hu
02/18/2022	YES on west seattle link!!!	Mikiah Fender
02/18/2022	Thank you for putting together the DEIS! I have several comments, which I will list below: The deep stations in ID, Midtown, and LQA are terrible for transfers, which would be required for many people coming from Ballard to jobs/recreation via East Link. These should be made as shallow as possible or go back to the drawing board. I empathize with disruption to local businesses, especially in the ID or Freshman's Terminal, but this is literally why we have local governments and eminent domain. Compensate them for the disruption and then use the public right of way (which belongs to us ALL) for the common good. Shallow 5th is the only viable option of those listed here. All Ballard/Interbay alignments and stations are a joke and are dancing around the elephant in the room -> We don't want to disrupt 15th Ave or Maritime Industry/Port of Seattle at all. But it seems to me that an elevated track down 15th would be the most affordable and reasonable alignment through itnerbay. You could even consider rebuilding the 15th ave bridge as a transit bridge (https://www.theurbanist.org/2022/01/07/moving-the-ballard-bridge-will-remake-northwest-seattle-for-the-better/) On that note, however, I have to say the BALLARD alignments are absolutely a failure of serving the needs of the community. I've lived in Ballard for about 10 years, almost exclusively along the Leary/Market/24th Ave corridor. 24th continues to densify at a strong rate, and has long been a strong transit-use community. The WSBLE does not serve this corridor well, especially considering non-commute uses like recreation to Golden Gardens/Shilshole or eating/drinking/shopping on Ballard Ave. Some options I see: Seriously evaluate an alignment that brings the Link to "Old Ballard" -- tunnel, elevated, at-grade, anything, and include it in the final study Take the least-bad 15th alignment (15 tunnel or 15 elevated) and add another stop somehow, closer to old Ballard (24th?) Take the least bad 14th alignment (15 tunnel/15elevated) but add a new East/West line, similar to the 44 Bus route, and have that Serve 32/24/20/17 and connect to the 15th line. This requires a transfer to get downtown for work, but opens up a very common recreational corridor, and commute for students or employees at UW. You also get maybe closer to Golden Gardens or Shilshole as well	Tyler Doyle

02/18/2022	I am so upset that people do not want a station at Avalon and hope the decision makers take the word of those living in the near by houses and new construction without any parking that rely on transportation like this. Avalon not having a station is going to have a MASSIVE impact when the triangle completely changes in 5-10 years. Did everyone forget about the number of new no parking apartments, micro units apartments and no parking townhouses that are currently being constructed? The junction station is just going to be packed with people. I am pro Avalon station. This NEEDS to be built	Francisco Augustine
02/18/2022	Please keep the Avalon station!!! 100% support this station. I live in this area (right where the concrete pillars will be and still a fan) and it feels short sighted to cut this station due a few vocal folks. For everyone who lives near 35th street and needs to travel for work (etc) to the rest of Seattle, this station will be needed. To ask folks to travel on the transit up 35th and then walk to the Junction station will be short sighted and lower ridership. Avalon and triangle have a lot of new apartment complexes (the lumber yard) and soon new development happening that having a station in that area will encourage more ridership that isn't accounted for in this report. Please consider the comments from those who actually would use this station and lives near this station. It isn't as easy as walking to the Junction station. The triangle is a perfect location to build a station. Thank you!	Pamela Cortez
02/18/2022	Dear Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. As an alternative, compensating Blade Gallery for their relocation, in addition to compensating the building owner's for their property would be acceptable to me. I value Blade Gallery's presence a great deal and simply want to ensure their continued existence. Another move within such a short period of time is a business ending expense. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Ken Charm	Ken Charm

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? • BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. o The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. o They also offer a high performance sharpening service for home and professional chefs. o I'm looking forward to their classes aimed at established knifemakers and beginners. • BladeGallery Inc is a small business that currently supports 7 employee households. • BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Brad Cooke BladeGallery Inc Customer: bogey2315@gmail.com 660 S. State College Blvd., Fullerton CA 92831	Brad Cooke
02/18/2022	I am not a Seattle resident. I live in the UK and collect high quality antique arms and armour from the middle ages to the 18th century but also world-class custom knives by artisan smiths as investment items. Since I was a teenager many years ago Blade Gallery have been the premier venue for these custom pieces. In fact, without disrespect to Seattle, that is what I immediately associate Seattle with. Would be a shame to see it go.	Daniel Parry

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. I have been shopping with them for over 10 years and they have been a mainstay in the food and chef scene in this region. The cost of the move and new building would be devastating to this small business. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Julia Bandy	Julia Bandy

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Robert Otto BladeGallery Inc Customer	Robert Otto
02/18/2022	Please only consider options for the West Seattle extension that can be extended further South in the future.	Gina Gage
02/18/2022	For the five years the west seattle train is meant to stop at SODO and transfer, would it be possible instead to have trains with alternate destinations? A rider at Westlake might have a choice of "south bound train toward West seattle and "south bound train toward Tacoma", for example. This system works well in other cities, why not here?	Gina Gage

02/18/2022	I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980	Sara Higgins
02/18/2022	I just like to express my concern of please saving Bladegallery's building they're a great company I've been dealing with them for years They feel like my family even though I'm a long way from there They have done so much work please save this wonderful business and let them keep their building thank you Richard Vittorini	Richard Vittorini
02/18/2022	Dear Council members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle.They are one of THE best shops for kitchen knives IN THE COUNTRY! They are an absolute asset to the local Seattle restaurant industry and you would be hard pressed to find a chef in the greater Seattle area that didn't know about this gem of a shop. Please reconsider your plans to demolish their brand new store for the light rail project! It would be a terrible blow to home chefs and professional cooks not just in Seattle, but for all their customers in the US. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely George	George Wong

02/18/2022	I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? • BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. o The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. o They also offer a high performance sharpening service for home and professional chefs. o I'm looking forward to their classes aimed at established knifemakers and beginners. • BladeGallery Inc is a small business that currently supports 7 employee households. • BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. In addition, the loss of a brick and mortar business is one more step towards the ultimate downfall of small business which has taken place with the advent of the online sellers which do not provide the customer service and expertise that this type of business provides. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980	Kurt Beck
02/19/2022	Hello, I am asking you to please do whatever you can to save BladeGallery's Epicurean Edge from losing their business. If they lose on this it is very likely they will never be able to business again anywhere. I know that you will do what is right for the most people; just please consider them as you make your decisions. Thank You, Terry Drew	Terry Drew
02/19/2022	I am deeply saddened by news of the take over of Epiqurian Edge's building by Sound Transit. I hope the building can be spared or the owners compensated well for all the time and effort placed in their business location.	Wayne Okino

02/19/2022	Dear Sound Transit: I am a customer at BladeGallery'/Epicurean Edge in SODO (Seattle). They moved from Kirkland, WA to Seattle in the Fall of 2021. I'm very excited about their new larger storefront and look forward to their classes, such as knife making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smith community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery/ Epicurean Edge to move again or close shop. Who is BladeGallery? o BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. o The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. o They also offer a high performance sharpening service for home and professional chefs. o I'm looking forward to their classes aimed at established knife makers and beginners. • BladeGallery Inc is a small business which currently supports 7 employee households. • BladeGallery Inc supports over 600 artisans from around the world who custom build knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down, resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife making community. The BladeGallery/Epicurean Edge Showroom is located at: 3628 E Marginal Way S Seattle, WA 98134 Phone (425) 889-5980 Sincerely, Charles Streamer 2800 10th Ave West, Seattle, WA 98119 Email: cwstreamer@gmail.com Phone: 206-669-2294	Charles Streamer

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980	Chris Landkammer

02/19/2022	I'm a resident of 5th & Madison Condos and I'm concerned about how the tunnel construction options impacting the streets surrounding my building would impact our quality of life, including access to our building and garage, over a period potentially extending to an estimated 6 years. Especially the 5th/Harrison option including "Deep" tunneling on 4th and 5th Ave. would severely restrict access to our parking garage, to an extent that it's unclear from the provided plans how we would access parking through either of our existing garage entrances. Even absent this consideration, 6 years of construction imposing even partial road closures on our block will negative impact quality of life for our entire building community for more than half a decade, which seems a very significant burden. I am also concerned about the impact of long-term closures of major roads on the recovery of our downtown region following the COVID-19 pandemic. It's difficult to imagine how re-routing traffic from 4th and 5th, major roads running through the core of downtown, would not negatively impact the recovery of our local businesses. In Midtown, the 6th/Mercer option seems enormously preferable - with partial closures limited to only 1 year for a section of 6th Ave, and long-term impact extending only to a single highway off-ramp. I strongly support expansion of public transit in the city, but as a midtown resident I worry about the impact of shutting down our existing local transportation infrastructure for such an extended period of time. I hope that you will take this into consideration and opt for a plan that will be less invasive to residents of our city throughout the long construction process.	Matthew Chartier
02/19/2022	I do not want to see this built at all, and especially not as an overhead structure up Avalon and into the West Seattle Junction. There is just no room for it, unless you impact a large number of properties, and views in the area. It will block a lot of light and attract crime and litter. If Beacon Hill can afford to tunnel it, West Seattle can too. We who live here have already been negatively impacted by the 10,000 new people and massive development that has gone on in the last 5 years and it just needs to STOP. The quality of life here has really gone down. The whole thing just seems to be a boondoggle for cement and construction companies. Things of this magnitude need to be built to farther-out places like Burien and White Center, instead of crammed into small city spaces. What are we? Spoiled brats who need the transit to come right to our doors, with no thought for the rest of the community. The whole thing is an eye sore and not in keeping with the needs to of the community. How about using the money to enlarge the sewer lines out of West Seattle, since we've already overbuilt for them. Stop building stuff, we don't need. People can just Go Away. You don't need to accommodate them.	Andrea Saunders
02/19/2022	It’s my understanding that the company known as Blade Gallery is in danger of loose there business to a group of Socialists land grabbers for the sake of personal greed. Is the person responsible for this another Vlademere Putin ? It’s tactics like this that can cause only trouble. It obvious you don’t care about the lives of working men and women who will suffer from your liberal tactics. As a customer of Blade Gallery I’m asking you to reconsider your Hitler type activity and find another way for your venture. Thank you P.J. Evangelista	Pasquale Evangelista
02/19/2022	I want the light rail into the Alaska Junction to be underground. I dont want to see those hideous overhead platforms in our Junction. Jeff Johnson	Jeffrey Johnson

02/19/2022	I live at 5th and Madison Condominiums. We own Unit 703. I have reviewed the West Seattle and Link Extensions plans and have many concerns. Your data isn't accurate regarding residential units impacted for 5th/Harrison. It shows 26 units. Our building alone has approx. 125 units. Midtown Diagonal configuration shows partial and full closures of 5th and Madison in front of our building and side of building. Closures for years depending on depth with little detail regarding what that means. We must have access to our parking garage from Madison between 4th and 5th. That same side must be accessible for access to building utilities and maintenance. Our building requires emergency response access, utility access, trash removal, move-in/out access, building maintenance, noise limit considerations at a minimum. Please advise immediately how all of these items will be mitigated. Our BOD at 5th and Madison will also be communicating numerous concerns to include, but not limited to the above.	Kelly Nispel
02/19/2022	Based on ridership projection and proximity of neighboring stations, I think we need to re evaluate the Avalon station. Please force the board to evaluate a solution that combines Alaska junction and Avalon station.. also from an equity standpoint I'm shocked that a third station in white center wasn't considered.	Steve Gregory
02/20/2022	I am excited that the region is finally expanding public transportation. There have been critical mistakes made in the past.... Such as surpassing a stop at the Southcenter Mall, not creating a stop at Bellevue College, not creating a stop at the top of the hill in the University District. Hopefully, expansions consider significant points of interest to the public before the line is designed to pass them by.	Justin Giossi
02/20/2022	The appropriate light rail station would be built in White Center, South Delridge. The north end of West Seattle is more affluent, future ridership stops should not just be catered to this one portion of West Seattle. If you are building more than one station, they should not all be concentrated in one area. Absolutely need to move the Avalon and/or north Delridge station to the South end of West Seattle, by Roxbury. Our neighbors in 98146 deserve to be connected by light rail with a station. Its irresponsible to put 3 stations all in one concentrated area. Please consider the South End of West Seattle!	Leah Pham

02/20/2022	Dear Council Members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is an extremely unique business, serving as a hub of the PNW bladesmithing community and that of the international community as well. It simply cannot be found anywhere else in the region and Seattle would be less without it and the community it fosters. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community - especially that of the local PNW region. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, David Fowler 13409 SE 42nd St. Bellevue, WA 98006 fowlerds@gmail.com 206-795-1530	David Fowler
02/20/2022	Regarding the West Seattle Avalon Station and comments to reconsider station development - I would like to voice my support, as a resident, that considering Station development is critical. With slated developments (townhouses, apartments, etc.), the area will continue to become more mixed used and residential.. bringing in more residents and business in the future.	Andrew Soucy

02/21/2022	Dear Councilmembers and Sound Transit I am a knife maker from Sweden Michael Andersson is my name. I stamp my blades with Micke. BladeGallery's Epicurean Edge in SODO (Seattle) has sold my work for 20+ years I first met Daniel O`Malley at Blade Show in Atlanta, we have also been good friends since that. A really honest and nice person to do businnes with. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and I know they will have classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Michael Andersson Home address: Forsnasvagen 40, 91892 Bullmark, SWEDEN Email: mickandersson@hotmaiol.com Phone:+46703169350	Michael Andersson
02/21/2022	I live at 3212 Genesee ST, which is right across from the proposed Avalon station. I want to say, like so many other people, the Avalon station is not needed. Personally, you might think I don't want it because it will impact me-I don't care about that. I am selling in 5 years and ST purchasing it via eminent domain would most certainly be better financially for me than outright selling, so I actually, from a personal economic stand point want it, but it absolutely makes no sense for the cost vs usefulness standpoint, not to mention the huge disruption to entering and exiting WS via the bridge that constructing it would cause. It is economically better to take that station out of consideration due to low ridership projections (which are probably skewed higher than they will be in reality) and the close proximity of 2 other stations. Please, take it out of consideration and use the money for a tunnel, which all around would be better for WS.	Michael Commons

02/21/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980	Michael Natkin

02/21/2022	Dear Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely Yours, BladeGallery Inc Customer: Andrea Lisch Home address: po box 1052 Yelm WA 98597 Email: amlisch@earthlink.net Phone: 2069195431	Andrea Lisch
02/22/2022	My name is Ryan Knudsen, and I am the facility manager for SSA Marine (1131 SW Klickitat Way) and for Tideworks Technology (1129 SW Klickitat Way) both of which will be adversely impacted by the proposed preferred light rail line route across Harbor Island. It is hard to determine from the graphic of the proposed routes, but it appears that the preferred route will run directly through the north side of Harbor Marina Corporate Center buildings and our Tideworks Technology building? Furthermore, if this is the case, I don't think my management would want their corporate SSA Marine headquarters' office at (1131 SW Klickitat Way) in direct proximity to a light rail line - that doesn't have a stop on Harbor Island. I understand that if the preferred WS light rail line is approved, and it does require the tearing down our Tideworks Technology building that we receive fair market value for the property. How will the compensation for our property be determined? How would we be compensated for the real estate value of our SSA Marine office going down due to the immediate proximity to a light rail line? If we are required to relocate due to either eminent domain or because the location is no longer suitable due to construction impacts, will we be provided relocation assistance? Will we be allowed to hire our own appraiser to assess the properties?	Ryan Knudsen
02/22/2022	Please consider putting the Ballard station under 15th Ave NW at Market Street with a pedestrian under pass. This would allow pedestrians to avoid the dangerous crossing at 15th and would improve their travel time. You could also then remove the street level pedestrian crossings, which would improve the intersection for cars as well. Also, make sure to leave some place for coffee stands and takeaway food in the underpass!	Alexander Anderson

02/22/2022	I am a resident of Ballard. First and foremost, I highly support any plans to build the West Seattle and Ballard Link extensions - do whatever it takes to get this project done. Transport by car is no longer a tenable option for the area, and anything is better than the no-build alternative. I realize that this will necessarily involve the adverse impacts listed in section ES.5, as well as the alternative-specific impacts, but these are a small price to pay compared to the no-build scenario. With that said, I would specifically like to voice my support for the Interbay/Ballard IBB-2a and IBB-2b alternatives which propose using tunnels for this area. This will minimize visual, noise, vibration, shoreline and water transport impacts. I personally think these are valuable in their own right, and additionally I believe they will be useful for maintaining political support for the extension by minimizing publicly-visible disruptions. On top of that, literally, they will reduce land-use requirements which will be good as land is an absurdly valuable and scarce resource within the city.	Benjamin Guyer
02/23/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Joseph Bieselin Home address: 8808 Redmond Woodinville Rd NE C202 Redmond, WA 98052 Email: JoeBieselin@gmail.com Phone: (917) 599-6777	Joseph Bieselin
02/24/2022	It would be very desirable if the WSTP property on 42nd would be chosen. This would stimulate the general commerce and promote pedestrian traffic for the Junction business.	Leon Capelouto

02/11/2022	With its price tag being comparable to the other options, not requiring the light rail to be impacted by the use of Ballard Bridge when finished, and the least amount of displacement to residents and businesses, I vote for IBB-2a, the 14th ave tunnel option. Let's do the least damage to our skyline and our neighborhoods when we are working to improve our city. Lauren Wyckoff EarthGen - Learning Sparks Action Empowering our youth to combat climate change.	Lauren Wyckoff
02/16/2022	Hi All, I strongly support the option of tunneling under the Ship Canal. While there are additional costs up front, this is a project that will be here for generations, and the tunnel is not only better aesthetically, but it will also ensure consistent travel. Very truly yours, Curtis Chambers	Curtis Chambers
02/17/2022	Hi, my name is Scott Delhommer. I live in Lower Queen Anne, and I have some serious concerns about the design of the proposed light rail stations. Specifically, I'm extremely worried about how deep the tunnels will be downtown especially for the transfer between the lines at Westlake and the International District section. Tunneling so far down increases the costs and timeline for the project while also making the transit experience for riders significantly worse. It will necessarily increase transfer times as riders will have to use long escalators and elevators to reach their transfer and make all of these trips longer than they need to be, making light rail less competitive with car travel. Furthermore, I'm really concerned that there will be serious challenges with upkeep of the new elevators and escalators that will be needed for these really deep stations. Sound Transit seems to have serious problems with upkeep of the escalators in Westlake station and they are not long escalators. If we have trouble maintaining short escalators for our current stations, I'm worried that we will continue to have issues with even longer escalators for these new stations. I can easily take the stairs for the Westlake station when the escalators are out, but that won't be feasible for these deep stations. Even if we greatly improve the maintenance of escalators and elevators, it will be nearly impossible to maintain these 100% of the time. I'm worried that riders will have an extremely negative experience with these deep stations and it will push them more to taking cars for travel instead of the light rail. I would like it if ST focused more on designs using cut and cover along the streets for the light rail lines. I know that this will be unpopular with certain business owners. While cut and cover would be more disruptive in the short-term, it will allow for the light rail lines to be completed more quickly and on a smaller budget while creating stations that are less deep, which will also lower maintenance costs and transfer times. If there are serious concerns from business owners, it may be possible to compensate them with the money that ST would be saving by not having to bore so deep underground. I implore you to reconsider these deep tunnels and stations. These deep tunnels and stations will have long-term and negative implications for our transportation network for the next 50 years and these decisions won't be able to be reversed once the tunnels and stations are set up. The current plan is setting up ST for costly tunnels, maintenance, and a poor rider experience for transfers and getting to and from the stations. Please reconsider. Thank you Scott Scott D.	Chris Delhommer

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Jeremy Dyck 13902 16th Pl SW Burien, WA 98166 jeremy.dyck@gmail.com 206-7885565	Jeremy Dyck

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Brian Boldt 108 5th Ave S Unit 408 Seattle, WA 98104 beboldt@gmail.com (714) 588-6210	Brian Boldt

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I am also a Bladesmith that consigns my work with The Blade Gallery, and I have so far many years. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Peter Pruyn BladeGallery Inc Customer: / Bladesmith Home address:800 NW Starmont Way Grants Pass, OR. 97526 Email:Brothersvilleknife@gmail.com Phone:631-793-9052 Sent from my iPad Sent from my iPad	Peter Pruyn

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Mike Mortenson BladeGallery Inc Customer: Home address: 3001 Monta Vista St SE Olympia, WA 98501 Email: Mike.Mortenson@gmail.com Phone: 3603460359	Mike Mortenson

02/22/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I purchase and collect artisanal metal artworks, specifically ultra-high end knives from them. BladeGallery in turn sources these knives from metal artists and craftsmen, many of whom are in your area, and BladeGallery promotes and sells these works worldwide. Knife collectors around the world see them - and because of them they see Seattle - as an important hub for this growing market. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Oscar Bleetstein BladeGallery Inc Customer: Oscar Bleetstein Home address: 124 west 119th street, New York NY 10026 Email: Oscar@Bleetstein.com	Oscar Bleetstein

02/19/2022	Dear Council Members and Sound Transit I have been a customer of BladeGallery for the better part of a decade. Last fall, they moved their business operations from Kirkland, WA to Seattle. I was happy to hear about their new larger storefront and look forward to receiving periodic updates regarding the classes they will be conducting on knifemaking, forging, culinary knife skills, and sharpening. I have recently been informed that BladeGallery is in danger of their new location being taken through eminent domain in connection with a Light Rail project. Please keep in mind during the Light Rail discussion and planning process that BladeGallery is a unique business that serves as a hub for the international bladesmithing community. These artisans would be hard-pressed to find such an institution anywhere else. I would also very much appreciate your consideration and support in finding a path for the Light Rail project that does not force BladeGallery to contemplate moving its business operations again or shuttering. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I look forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. Again, I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery to move or shutter its business. Either of these actions would result in tremendous hardship for the company, their employees and their families, and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the Seattle area and the global knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, //David Brey BladeGallery Inc Customer: Home address: 116 Bristol Road Chalfont, PA 18914 Email: david.brey.db@gmail.com	David Brey

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife making community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: M Kelly Home address: PO Box 1413 Oakwood, GA 30566 Email: air_assault00@yahoo.com Phone: 678 207 9205	M Kelly

02/22/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Nance Tourigny BladeGallery Inc Customer: Home address:3402 Hunter Blvd S, Seattle 98144 Email:chefnance@gmail.com Phone: Nance Tourigny 206-218-3499	Nance Tourigny

02/19/2022	Dear Councilmembers and Sound Transit: Roughly 12 years ago, I wandered into BladeGallery Epicurean Edge's store in Kirkland, WA looking to replace my chef's knife. That began my journey of learning about and becoming a collector of custom-made knives. As a customer over the years, I've come to realize that BladeGallery's Epicurean Edge may be one of the best knife shops in the world. Daniel O'Malley and the staff at BladeGallery worked hard through the difficulties of COVID-19, to renovate and then move from Kirkland into their new store in the SODO area of Seattle. I look forward to visiting the store this Spring, on my next trip to the Pacific NW. I just learned that BladeGallery's Epicurean Edge is in danger of losing their new location at 3628 E Marginal Way S, Seattle, WA 98134, due to eminent domain for Light Rail. BladeGallery's owner, Daniel O'Malley, his passionate and dedicated staff, the hundreds of bladesmiths they represent, and thousands of customers, collectors and chefs they serve are a cultural and economic treasure for the Seattle area and beyond, because: o Their 2200 square foot showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors and manicure gear, and draws guest from all over the world to Seattle. o BladeGallery currently supports 7 employee households o They represent 600 artisans from around the world who create custom knives. In many cases, BladeGallery is the primary source of income for these artists o They provide a high-performance sharpening service for home and professional chefs o They offer classes for both beginners and established knifemakers. Simply put, they are the best at what they do. It would be loss to the local, national and international knife making, knife collecting and chef's communities if the store did not exist. I ask that you help find a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Thank you for your consideration. Sincerely, Regina Weichert BladeGallery Inc Customer: Regina Weichert Home address: 467 Central Park West, Apt 12E, New York, NY 10025 Email: reginaorders@icloud.com Phone: 917-863-4727	Regina Weichert
02/20/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. I have been a customer of BladeGallery for 15 years. Please help them stay open at their new location. Ernie Hutchins 1610 8th Street Anacortes WA 98221	Ernie Hutchins

02/21/2022	In my family's mind, BladeGallery's Epicurean Edge is the premier "blade" gallery business in the West. Friends from other states use this company. Let's keep local businesses in Seattle - I love light rail, but not at the expense of a local business. Please! This last fall, they moved from Kirkland, WA, to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of losing their new location through eminent domain for Light Rail. This unique business, serving as a hub for the international bladesmithing community, can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick-and-mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knife makers and beginners. BladeGallery Inc is a small business that currently supports seven employee households. BladeGallery Inc supports over 600 artisans worldwide, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. Please help support this unique business and ensure that it will remain open for many years to come during this stressful and unpredictable time. I greatly appreciate any efforts you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Jonathan Jaffe 6015 79th ave s.e., MI WA 98040 gibson208206@gmail/com 2086222744	Jonathan Jaffe

02/20/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, John David BladeGallery Inc Customer: Home address: 136 Jeffreys St Belington, WV 26250 Email: jwd7210@gmail.com Phone: (304) 614-0315	John David

02/21/2022	Dear Councilmembers and Sound Transit I am a knife maker from Sweden Michael Andersson is my name. I stamp my blades with Micke. BladeGallery's Epicurean Edge in SODO (Seattle) has sold my work for 20+ years I first met Daniel O`Malley at Blade Show in Atlanta, we have also been good friends since that. A really honest and nice person to do businnes with. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and I know they will have classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Michael Andersson Home address: Forsnasvagen 40, 91892 Bullmark, SWEDEN Email: mickandersson@hotmaiol.com Phone:+46703169350	Michael Andersson

02/21/2022	Dear Council members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Ben Nimmons Home address: 27636 McIntosh Loop NE Kingston 98346 Email: ben.nimmons@gmail.com Phone: 2064519096	Ben Nimmons

02/21/2022	Dear Councilmembers and Sound Transit, I am a customer, as well as a Seattle based small business, who's work is represented at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I will also be involved as one of their instructors, and am very excited about the state of the art facility that they have been working so hard to create there. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. BladeGallery's Epicurean Edge, and their high standing in the world of artisan made cutlery has made it possible for me, as well as many others in our trade, to get our work to an international clientele, that we might otherwise not have access to. The world of handmade cutlery is very specialized, and to be represented by their knowledgeable staff is invaluable not just to the craftspeople they represent, but to the consumer as well. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you very much for your consideration. Yours, David Tuthill BladeGallery Inc Customer: David Tuthill Home address: 2427 South 219th St. Des Moines, WA 98107 Email: ironmonnger@gmail.com Phone: 206-229-6008 David Tuthill Fire Horse Forge 1415 NW 49th St Seattle, WA 98107 206-229-6008 - mobile firehorseforge@gmail.com	David Tuthill

02/21/2022	Dear Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Andrea Lisch Home address: po box 1052 Yelm WA 98597 Email: amlisch@earthlink.net Phone: 2069195431	Andrea Lisch

02/24/2022	Dear Council members and Sound Transit We are represented by BladeGallery's Epicurean Edge in SODO (Seattle) from the inception of this enterprise and rely fully on them being our sole agents, without them our business would not survive. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that it will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely Kevin and Heather Harvey. American Bladesmith Society Mastersmiths BladeGallery Inc Customer: ?Kevin and Heather Harvey, Heavin Forge Home address: 68 Lizana Magagula Street, Belfast, Mpumalanga, 1100, South Africa Email: heavin@heavinforge.co.za Phone: +27 82 442 4840	Kevin and Heather Harvey
02/22/2022	Dear Councilmembers and Sound Transit I am an international customer at BladeGallery's Epicurean Edge in SODO (Seattle). I am incredibly disappointed to learn of the possible proposed Light Rail jeopardising this unique and important business hub. For so many this is a highlight of visiting Seattle and the much anticipated opening of their new premises has only recently taken place at huge expense to create an educational, artistic and accessible business base for the extended community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours faithfully, Dr. Des R Horn BladeGallery Inc Customer: Home address: 21 Melkhout Street Vermont Western Cape South Africa 7201 Email: Deshorn@usa.net Phone:27 2831 61795	Des Horn

02/22/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Amelia Amelia Hurlbut 3009 14th Ave S, Seattle WA 98144 amelia888@gmail.com (978) 394-6395	Amelia Hurlbut

02/24/2022	Dear Council Members and Sound Transit: I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knife making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 square foot showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knife makers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife making community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 East Marginal Way South Seattle, WA 98134 (425) 889-5980 Yours, Tyler Cluverius Seattle, WA	Tyler Cluverius

02/20/2022	Dear Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you, Jacob Devaul 16540 12th Ave sw Burien WA, 98166 Jdevaul1@yahoo.com 253-861-0261	Jacob Devaul

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. Antony Pinque (256) 206-0333 14302 NE 7th Pl. apt 2 Bellevue wa 98007	Antony Pinque
02/18/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited that they moved to Seattle and are more convenient for Seattlites. I've heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Chad Duffer Home address: 3304 E Republican St, Seattle, WA 98112 Email: dufferchad@gmail.com Phone: 646-573-5952	Chad Duffer

02/18/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sq ft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is located at: 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you. BladeGallery Inc Customer: Frank Prestia III 523 Mossy Oak Ave. Baton Rouge, LA 70810-4821 225.768.7337 (Home) 225.939.8826 (Mobile) frankprestia@gmail.com	Frank Prestia III

02/18/2022	Council members and Sound Transit, I am a long time customer of The Epicurean Edge. I've made several purchases from them over the years in addition to bringing my knives in for regular sharpening services. Just last weekend, I was in their new space in SODO buying a couple new kitchen knives. I've always appreciated The Epicurean Edge for their quality products, expertise, advice, and service. Their new space is a fantastic improvement over their old, small, location in Kirkland. I was also excited to hear about some of the classes and partnerships they're working on, and am looking forward to attending some of them. I've also recently learned about potential plans to eminent domain their building for the light rail path. As much as I believe in good quality knives, I also believe in public transit. This puts me in a difficult position. On one hand, The Epicurean Edge is the only retail establishment of its kind in our area, and it would be a monumental shame if they were forced to shutter operations. On the other, public transit is important to our ever growing area. I would implore the Council and Sound Transit to choose a path for Light Rail that does not force them from their new home. They provide a unique and important service to their customers that simply isn't available anywhere else in our area. Thank you for your consideration. Jon Wong 13221 SE 151 ST, Renton, WA smashplastic@gmail.com	Jon Wong
02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Best regards, BladeGallery Inc Customer: Necdet Emir Demirtas	Necdet Emir Demirtas

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at Blade Gallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade-smithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: Blade Gallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely Yours, BladeGallery Inc Customer: MASAYA FUJIWARA Home address: 9-8-9 KARITA SUMIYOSHI OSAKA JAPAN Email: txnt71842@zeus.eonet.ne.jp Phone:+81666066411	Masaya Fujiwara

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 If the location of BladeGallery's Epicurean Edge must move for the Light Rail, please provide grants that will fully allow this vital community resource to be able to move into a viable location where they can continue to thrive Thank you, Suzannah Kirk	Suzannah Kirk

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Chris Landkammer BladeGallery Inc Customer	Chris Landkammer

02/19/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a very unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else and are seriously some of the best and most knowledgeable in the world. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. BladeGallery Inc's brick-and-mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that it will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you, Lucas Pforzheimer lpforzheimer@yahoo.com 1132 Crompton Road Redwood City, CA 94061 (650) 804-1094	Lucas Pforzheimer

02/19/2022	Dear Councilmembers and Sound Transit: I have been a customer of Epicurean Edge for many years. Last fall the Gallery moved from Kirkland to Seattle. The move took almost two years but resulted in an expanded showroom and teaching center complete with forges for classes. I'm excited about their larger storefront and look forward to their culinary knife skills and sharpening classes. I've heard that they are in danger of their new location being taken through eminent domain for Light Rail. If so, Epicurean Edge likely won't survive. This is a unique business, serving as a hub for the international bladesmithing community that can't be found elsewhere. Please help support a revised plan for Light Rail that does not force Epicurean Edge to move again or close shop. Sound Transit announced that their current plans are "financially unsustainable", yet the threat of eminent domain now hangs over this thriving, unique business. That is unfair. Who is BladeGallery? • BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. • The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. • They also offer a high performance sharpening service for home and professional chefs. • I'm looking forward to their classes aimed at established knifemakers and beginners. • BladeGallery Inc is a small business that currently supports 7 employee households. • BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down which would result in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980	Larry Rouch

02/20/2022	Dear Councilmembers and Sound Transit, I have been a customer at BladeGallery's Epicurean Edge for many years, and have followed them as they made the move from Kirkland to SODO. They've asked for my help in bringing to your attention how difficult it would be for them to pick up and move yet again. Everyone loves light rail...I get it! But I want to make sure you realize how unusual and how special this small business is. If you walk into their store and point at a knife, it will have a story. It could have been made by a person named Brian in Oregon, or a master in Japan who has been making knives since before you were born. The people that work there will tell you all about it. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. Then there's the community aspect. When I bring in my knives to get sharpened, I invariably bump into someone working in a local restaurant picking up their work knives. A sharp cooking knife is a safe knife. They're also planning classes, which sound great. The finances of a small business like this are always tight. There are multiple families whose livelihood depend on this shop staying open. And there are many many artists who need a responsible and skilled shop to help bring their pieces to the public. I'm writing to ask that you please help them stay in their current building during the light rail expansion project. Thanks! And now you totally know where to take your knives to get them sharpened! BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Sarah Brown 9207 NE 20th St Clyde Hill WA 98004 sarah.lally.brown@gmail.com 206.909.8154	Sarah Brown
02/20/2022	I read your DEIS, and all the alternatives seem terribly disruptive and unpleasant to live with. Also very expensive - much more than we thought when we voted in 2016 - with a lengthy construction period. I've heard there's a cheaper alternative that wouldn't destroy so much property and wouldn't take up so much room, could be completed quicker and then wouldnt be so imposing on the landscape - an aerial gondola. Why not spend a relatiely small amount now and contract with an independent engineering firm to do a study on that idea to connect West Seattle with SODO and the ID? Thank you for considering this. Annie Phillips	Annie Phillips

02/21/2022	I am a long-time customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and think that the classes such as knifemaking, forging, culinary knife skills, and sharpening will be of great benefit to the city. In the past, I've actually visited the Seattle area from the East Coast where I live in order to visit this internationally known business. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smithing community that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this small business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Michael A. Karchmer (BladeGallery, Inc. Customer) Home address: 91 John Joseph Rd., Harwich, MA 02645 Email: michaelkarchmer@gmail.com Phone: (301)332-2106 [mobile]; (774)237-0177	Michael Karchmer

02/21/2022	Dear Councilmembers and Sound Transit I have been a customer of Epicurean Edge for over 20 years! I've watched this local business grow from a small studio to a great new facility in SODO. I highly recommend that you visit this store and education workshop. I've recently heard that they are in danger of their brand new location being taken through eminent domain for Light Rail. This would be catastrophic for this business that has spent a great deal on tenant improvements for their new location. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you, Lindy Wishard BladeGallery Inc Customer: 4111 East Madison Street, 290 Seattle WA 98112	Lindy Wishard

02/22/2022	Dear Council members and Sound Transit, I am a longtime customer of BladeGallery's Epicurean Edge which moved from Kirkland WA to SODO in Seattle just last fall. They have spent the past two years customizing this new space, building out the forgery, and ensuring it is meeting every spec to be environmentally sound. I am excited to visit for classes and to see hands on their amazing offering of knives. However, recently I have learned they are now in danger of this newly customized space being taken from them through eminent domain for Light Rail. After building a successful specialty business and fostering an international community of blade smiths and artisans over these past twenty plus years, then surviving through two years of pandemic upheaval, now they are going to lose everything to eminent domain??!? How can that be right? Epicurean Edge is a unique business offering hand crafted knives from makers around the world. Seattle's professional chefs and home cooks alike rely on their high quality blades and sharpening services — the best in the country. Please help ensure this local treasure stays open for years to come; please help support a path for Light Rail that does not force them to close shop. I very much appreciate any effort you can make in this regard. Forcing this business to move again after this tremendous investment could so readily lead to their closure, which would be a tremendous hardship for their employees and hundreds of artists / bladesmiths they represent as well as a great loss to the broader artisan knife making community, the SODO district, and caring chefs and cooks everywhere. Epicurean Edge is located at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Beth Berger 3505 Old Post Road Fairfax, VA 22030 Bberger@newgrowthconsulting.com 425.941.6504	Beth Berger

02/22/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. When I moved from Arizona, my local knife shop recommended them to me. They've spent years building an international reputation that should be celebrated in our Seattle community. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Katharine McCoy BladeGallery Inc Customer: Home address: 417 E Pine St Seattle, WA 98122 Email: katmccoy79@gmail.com Phone: 480-612-7412	Katharine McCoy
02/23/2022	Hello, I am a customer of BladeGallery's Epicurean Edge, an excellent small business that provides an outstanding service. They employ helpful and friendly members of our community, allowing them to work closely with a great passion of theirs. It is a unique business that would have no replacement, and they cannot survive an acquisition of their building towards which they have invested so much. In a time that has put inordinate stress on the already struggling small businesses left, it would be a genuine tragedy to lose them to this. Please, I ask you to fully consider the implications of your potential actions.	Patrick G

02/22/2022	Dear Council Members and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knife-making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. The pandemic has placed incredible strains on the small businesses of this country, with many disappearing, this is not the time to add to that strain with eminent domain seizures of property. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife-making community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Nathan Wager 426 Cornell Ave Des Plaines, IL 60016 nate@petrii.net 414-687-0408	Nathan Wager

02/21/2022	Dear Councilmembers and Sound Transit. I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Jon Pratt	Jon Pratt

02/21/2022	Distinguished members of the Council and Sound Transit I am a customer of BladeGallery's Epicurean Edge at SODO (Seattle). They moved from Kirkland, WA to Seattle last fall. I am very excited about their new larger shop window and look forward to their watches like knife making, forging, culinary knife skills and sharpening. I recently heard that they are in danger of having their new location taken over through the eminent light rail domain. This is a unique business, serving as a hub for the international blacksmith community, which cannot be found anywhere else. Please help support a light rail road that doesn't force BladeGallery's Epicurean Edge to relocate or close the store. Who is BladeGallery? BladeGallery Inc. attracts guests from all over the world to their workshop in Seattle (SODO). The 2,200-square-foot exhibition space displays a wide selection of handmade and production knives, including cooking knives, tactical and practical knives, flat razors and manicure equipment. They also offer a high performance sharpening service for home and professional chefs. I look forward to their courses for established knife makers and beginners. BladeGallery Inc. is a small company that currently supports 7 household employees. BladeGallery Inc. supports more than 600 artisans from around the world, custom-made knives. In may cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, help support this unique business and ensure it stays open for many years to come. I greatly appreciate all the effort you can make to choose a light rail route that does not force BladeGallery Inc to relocate or close - resulting in enormous difficulties for their employees and the hundreds of craftsmen they represent. Furthermore, closing BladeGallery Inc would be a significant loss for the wider community of craft knife makers. Being a customer from Bosnia and Herzegovina, I am pleasantly surprised by their professionalism and kindness. In just 5 days I received the package at my address in Bosnia. The BladeGallery exhibition space is located at: BladeGallery's Epicurean Edge 3628 E Rubni put S Seattle, WA 98134 (425) 889-5980 your, Robert Toljusic Client BladeGallery Inc: Home adress: Kruscica bb, 72250 Vitez, Bosnia and Herzegovina e-mail: robert.toljusic@gmail.com Phone: +38761795529	Robert Toljusic

02/20/2022	Dear Council members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives,straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Bruce Barnett BladeGallery Inc Customer: Home address: 56 Windy Hollow Vale, Bridgetown 6255 Western Australia Email: barnettcustomknives@bigpond.com Phone: 61 8 9761 2137	Bruce Barnett
02/20/2022	Hello, I think the priority regarding WS should be at least getting from the Sodo stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy. The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing. Thanks, Gwen and Steve	Steve Raparelli

02/24/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Richard Fisher	Richard Fisher

02/20/2022	Dear Councilmembers and Sound Transit I am a customer of Blade Gallery's Epicurean Edge in SODO (Seattle). I have been a loyal customer for more than 15 years and they offer goods and services that cannot be found anywhere else. I continued to shop with them even while I lived outside of the PNW. Over that 10-year period, I continued buying good and services from Blade Gallery due to their unique offerings and exceptional customer service and knowledge. The impact they have on the custom knife world cannot undervalued. They are truly one of the few brick and mortar retailers left in the country that support the small mom and pop makers of the world and offer truly exceptional sharpening services. Where else can you go to find the deep knowledge, they possess and touch functional works of art like you can at Blade Gallery? With the popularity of the History Channels Forged in Fire, the classes they plan to offer in the future will drive tourism and revenue for the city of Seattle for years to come. Seattle has seen the closing of other stores like City Kitchens that had a unique set of goods to offer. Small businesses like these need the protection of those in government to keep Seattle as unique as possible. In the fall of 2021, Blade Gallery moved from Kirkland, WA to Seattle after decades of supporting that community so that they could expand their goods and services. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. These art forms are part of the dying fabric of our country where commodity driven disposable 'kitchen ware' have taken over from heirloom quality pieces handed down from generation to generation. Who does not have or remember their grandparents cast iron skillet or knife that was just plain sharper longer than any other? While those items are hard to find, one place you can still find that special and sharp knife is at Epicurean Edge. I've recently heard that they are in danger of losing their new location to eminent domain for Light Rail. While I support all activities that improve transportation in the Seattle area, this is a unique business. One that has invested significantly in the community and in the arts of this area. They want to become a hub for the international blade smithing community. One that can't be found anywhere else. They picked Seattle due to its rich food culture, and diverse international community who want and need this type of place to exist downtown. Please help support a path for Light Rail that does not force Blade Gallery's Epicurean Edge to move again or close shop permanently due to the economic hardships they will face if forced to move. If they are forced to shut down, it will rob Seattle and the Pacific Northwest of this valuable cultural and educational business. I move that will potentially force this store out of the area, state or worse case scenario shut down entirely. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery and store front that draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives. These include chef's knives, practical knives, straight razors, and manicure gear at all price points. They are bests known for custom sole authorship kitchen knives from around the world. Supporting small US and International makers from all over the world. They offer a high-performance sharpening service for home and professional chefs and can sharpen almost anything you can bring them. This dying skill set if delivered at a level that has to be experienced to be understood. I'm looking forward to their classes aimed at established knifemakers and beginners. These include sessions from American Blade Society Master smiths and other local artisans. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world. In many cases, BladeGallery is the primary sales mechanism for these artists helping the global and local economies of those workers During this uncertain and stressful time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close. Allowing Blade Gallery to be shut down will result in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community and impact the City of Seattle both now and in the future. Help Blade Gallery continue to educate and serve the local and international customers who shop with them and support/market small makers and restaurants that keep Seattle fed. The BladeGallery Showroom is at: Blade Gallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Respectfully, Michael S. Hatt 330 NE Denny Way, Issaquah WA Email: mhatt757@gmail.com	Michael Hatt

02/19/2022	Dear Sound Transit, We were just notified that the building that Blade Gallery's Epicurean Edge has spent the past two years renovating after moving from Kirkland may be acquired through eminent domain by Sound Transit for a Light Rail Path. This business has spent much time and money preparing their new and larger storefront in a difficult time. Not only do they have a selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear, but they will be offering classes to the public, such as knifemaking, forging, culinary knife skills, and sharpening. This is a business that has an international reputation as a hub for the international bladesmithing community. It seems inconceivable that the city would force this company to move again or close shop when the city is looking to bring back more small businesses. The store is a unique business, and we would be disappointed to see it move or close since it supports local employees and artisans from around the globe. Please do all you can to find another path for the Light Rail that allows this business to remain in their current location. Also, it would behoove you to visit this company and see for yourselves what an asset it is to our city. Thank you so much for your consideration. Sincerely, Jim and Linda Spoor 6508 2nd Ave NE Seattle, WA 98115	Linda Spoor
02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Mitch Palmer BladeGallery Inc Customer: Home address: 160 Lee St. APT 110, Seattle Wa, 98109 Email: seabarmanmitch@gmail.com Phone: 206-371-0005	Mitch Palmer

02/19/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). They are one of the reasons that I love Seattle. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Ping Li Home address: 4203 Irmin Street Burnaby BC Canada V5J 1X6 Email: lipingshanshan@gmail.com Phone: 778-288-3589	Ping Li

02/25/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. They're my only source for unique books on blades that I need! I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. BladeGallery Inc is a small business that currently supports 7 employee households. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you, Rae	Rae Podrebarac
02/18/2022	I have been a customer of the Bladegllery Epicurean Edge for over 22 years and am dismayed to hear they may be forced out due to a light rail expansion. That would be a disservice to Seattle. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close. Work out a different route to help preserve this unique small business. Thank you. David Plude 2837 NE 178th St, Lake Forest Park, WA 98155 206.948.6631 davidplude@gmail.com	David Plude

02/18/2022	I get how Seattle has been transforming and I'm not one to push back change. Change is a representation of the people. However, I write this because I am part of the community by which this building is important. As a Seattle native, I've seen the city personify originality. I imagine as councilmembers that you too can understand how deep original thinking is to Seattle. What Light Rail seeks to take over is a community hub born from that same original spirit. The Epicurean Edge is a community that brings knife smiths from all over the world. Furthermore, the diversity of knife smiths as well as chefs that walk through these doors is already a testament to why an establishment like this needs to stay open. I'll let Daniel (business owner) attest to his travels and patrons... In another spirit, we live in the information age and Seattle is a locus of this era. However, I plead you to consider another spirit by which information is also garnered not on the internet but by the pure diligence and experiential practice passed down, in person, in what this store represents. Please don't think of this as just-another-knife-store. You are threatening a diverse community that only bolsters Seattle as an independent thinking leader. I plead you to keep this establishment free from Light Rail's eminent domain proclamation.	Victor Quan
02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 They are vital to the restaurant community. We all buy our knives and tools from them and use them for sharpening and upkeep of said items. Tom Bodal Tom Bodal	Tom Bodal

02/18/2022	Dear Council Members and Sound Transit I'm a customer at BladeGallery's Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to Seattle and I'm very excited to see their larger storefront and look forward to attending their classes. I'm located in Massachusetts and do travel to Seattle a few times a year to visit family; always look forward to visiting BladeGallery store. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Best Regards, Wilson Wong 9 Thornton Street Quincy, MA 02170 wilson.wong.05@gmail.com 781-888-7929	Wilson Wong
02/25/2022	Is equity important for this project? The Avalon stop is suppose to provide access to residents from High Point, the largest mixed income community in Seattle, to light rail. Currently, some West Seattle residents are suggesting a "cost-saving" solution: the elimination of the Avalon stop. This will make it more difficult for low income, mostly black residents, to access the light rail and it will favor the high income residents from Alaska Junction. If you are truly considering cost-cutting alternatives, eliminate the Alaska Junction stop. That is the most expensive stop. Alaska Junction residents can walk to Avalon. Other residents can take the bus to Avalon, the same way we take the 21 bus to Avalon. In time, expand the light rail from Avalon, along 35th Ave SW, all the way to White Center! Improve access to modern public transportation for low income residents!	Codrin Nedita

02/26/2022	As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following: https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal-infrastructure-funds/ https://www.theb1m.com/video/america-interstate-highway-system-teardowns Let's learn from these and make the right choice.	Joseph Boland

02/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Paramita Mookherjee	Paramita Mookherjee
02/28/2022	It will be good to expand the light rail to cover different parts of the city to help with the current bus transit system, which at times may be unreliable due to traffic conditions on the streets. I guess better late than never?	ALEX KALAW
02/28/2022	I like the 5th/Harrison alignment for all the reasons listed in the table comparing that with the 6th/Mercer alignment.	Eric Wong
02/28/2022	I've been voting for the Monorail and everything that might get us some semblance of BART for over 20 years. I have stopped paying attention because I feel like anything the people vote for won't get built anyway. Just keep expanding!	rebecca allard
03/01/2022	Please go for tunnel options, don't demolish new apartments! According to recent statements by Sound Transit, we may not need third party funding for the tunnel options in West Seattle and Ballard. I'm especially focused on West Seattle because I don't want to see new apartment buildings demolished. Transit oriented development (i.e. apartments by Link stations) make Link and Seattle better! https://www.theurbanist.org/2022/02/28/ballard-west-seattle-link-third-party-funding/	Andrew Hu
03/01/2022	Regarding chapter 2, please use a cut and then a tunnel from Interbay to 14th Ave NW. From there, just continue tunneling. No surface rails or elevated lines, they're intrusive, awkward, and ugly. We've big hills, just tunnel through, please.	Emilie Zuffrey
03/02/2022	I'm a west seattle resident who's attended approximately six of your meetings. In each meeting the subject of combining the Avalon and Alaska Junction stations was brought up by numerous attendees. I agree that your proposed locations are to close. Seems like a waste of money to have both so close. A perfect location would be the block where Trader Joe's, Eastside Church and Collision Repair Center are. Why aren't we saving money by combining the two mentioned stations?	John McAlpine

03/02/2022	I live a few blocks away from the proposed Ballard light rail station. I don't have strong opinions on which of the several Ballard options to pursue, except to say that best option is the one that brings light rail to Ballard soonest. Many new townhomes and apartment buildings are under construction in the neighborhood with little or no car parking provided. The residents of these new homes, as well as current residents, need reliable car-free transportation as soon as possible. Thank you for listening.	Gregory Wallace
03/02/2022	I am a resident of Ballard and I'm writing to express my preference for either of the two tunnel (Interbay/Ballard Segment - Preferred Tunnel 14th Avenue Alternative (IBB-2a), and Interbay/Ballard Segment - Preferred Tunnel 15th Avenue Station Option (IBB-2b)) options for the Ballard Extension to cross the Ship Canal. The impact will be the least on the actual ship canal and more visual pleasing then an additional bridge. The tunnel will also have less impact on the businesses, employees, and residents along 15th AVE or 14th AVE. I understand a project of this size will have a massive impact on a neighborhood, but the cost difference is minimal for the tunnel vs elevated crossing of the Ship Canal and the reduced impact of the tunnel far outweighs the minimal cost increase. Thanks Chris	Christopher Sanborn
03/02/2022	It would save money and time in building (including trying to cross the ship canal) if you went from Ballard to UW. But if you are going to keep going over or under the ship canal, the stop has to be further west than 14th, like 20th, where most people want to go if they are visiting Ballard (or the hospital)	Alex Choi
03/03/2022	I fully support placing the Ballard Station somewhere to the west of 15th Ave. A station at 20th would be ideal. If the studies are now showing that tunneling is roughly equivalent in cost to elevated, and a tunnel at 14th is the cheapest, then please study a tunnel at 14th that curves, or angles to the west and terminates at a station west of 15th. (NOT at 15th, WEST of 15th is ideal to put it in the heart of Ballard.) Thank you	John Scott

02/26/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Michael McClure BladeGallery Inc Customer: Email: mikesknives@att.net	Michael McClure

03/01/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Damien Currano BladeGallery Inc Customer: Damien Currano Home address: 9437 24th Ave. SW, Seattle, WA 98106 Email: puddles.damien@gmail.com Phone: 7147854192	Damien Currano

03/02/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Cordially, Caelan Koncan	Caelan Koncan

03/03/2022	Dear Sound Transit and Seattle city Councilmembers, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I traveled to Kirkland from south Seattle for their excellent knife-sharpening. I wouldn't go anywhere else. I'm very excited about their new larger storefront because it is not only much closer to me but I also look forward to taking one of their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Their business is an ancient craft and should not be considered disposable. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Carol Clifford BladeGallery Inc Customer: Home address: 833 S. Donovan St., Seattle, WA 98108 Email: orangehousepress@gmail.com Phone: 206-403-3430	Carol Clifford

02/25/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Craig Klindworth PO Box J Connell, WA 99326 cklindworth@msn.com 509-539-9305	Craig Klindworth
02/13/2022	Dear Lauren, I am writing this letter to ask two questions regarding the Link extension project. According to the brochure, the preferred alternatives is to build elevated bridges to carry the rail across Duwamish Waterway (parallel to West Seattle Bridge) and Salmon Bay. Can you confirm this? Given that fact that elevated bridges, like West Seattle Bridge, Aurora Bridge (carrying SR-99) and Ship Canal Bridge (carrying I-5), serve as part of the city landscaping, I assume these two bridges will play an important role and transform the existing ones of West Seattle Bridge area and the Salmon Bay area. Do we currently have any designs, proposed or adopted, about the visual appearance of the two bridges? If so, when will it be disclosed to the public? If not, what is the procedure next? I am looking forward to your reply. Thank you. Best, Fan	Fan Jin

02/25/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Arthur Black 3263 Lakewood Ave S Seattle WA 98144 5027774005	Arthur Black

02/25/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Jake Mowbray 512 still forest terrace Sanford, FL jakemowbray1@gmail.com 4079028773	Jake Mowbray

03/01/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This business is known nationally in knifemaking and knife collecting, and is a very good representative of Seattle in that community. Multiple chefs in the Seattle area recommended this place to me as the best sharpening service in Seattle, and I've been going there for years, since they were in their Kirkland location. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Nathan Eckerman Home address: 22037 SE 271st ST, Maple Valley, WA 98038-7419 Email: nate.ecker@gmail.com Phone: 2062505773	Nathan Eckerman

02/23/2022	Dear Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO. This past fall they relocated from Kirkland to Seattle. I was excited to see their new and larger space, but recently discovered that Sound Transit may be acquiring the building through eminent domain for a LightRail path. BladeGallery recently acquired their building and remodeled it at tremendous cost of time and resources during the Covid-19 pandemic. BladeGallery is a unique business that serves an international customer base from Seattle. It would be a huge loss if they were forced to close as a result of this forced acquisition. They are a small business that currently supports 7 employees locally and over 600 artisans from around the world. Please help support this unique business and ensure that they will remain open for years to come. I greatly appreciate any efforts that you can make to select a path for LightRail that does not force BladeGallery to move to close down. The BladeGallery Showroom is at : 3628 E. Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Rick Kellogg Rick Kellogg 206.683.8269 (c)	Rick Kellog
03/03/2022	My name is Paula Libes Chester. I have been both employee and customer of the world-class cutlery store and procurer/seller of artisan-made knives: Epicurean Edge/Blade Gallery, formerly of Kirkland. I am writing today to implore you to support a path for light rail that does not force this unique business to move or close. In the new, larger location they have been able to offer classes in knife-making, forging, cutlery skills and sharpening, a boon to the community, well as their huge selection of the finest knives available anywhere! Moreover, the artistic renovation of an original building in this burgeoning Seattle district is swift becoming a landmark! I hope you will consider my feedback and that of others to bring out a workable solution that would allow this remarkable business to go on supporting 7 employee households and 600 artisans around the world. The BladeGallery Showroom is at: 3628 E Marginal Way S Seattle, WA 98134 phone: 425-889-5980 Light Rail is a great asset to our area, as is Epicurean Edge! Thank you for your time and consideration. Sincerely, Paula Libes Chester 7930 SE 34th St. #105 Mercer Island, WA 98040 paula.libes@gmail.com	Paula Libes Chester

02/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I have patronized their former store location in Kirkland and was excited to learn that they were moving to Seattle. I'm very pleased with their new, larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. There must be something that can be done to help this small business survive. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you for your consideration. Very Truly Yours, Jerry H Moos BladeGallery Inc Customer: 933 N. Northlake Way Slip 2 Seattle, WA 98103 m) 425-241-8351 jerry.moos@outlook.com	Jerry Moos

02/27/2022	Dear Council members and Sound Transit, I am a customer at Blade Gallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knife making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international blade smithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force Blade Gallery's Epicurean Edge to move again or close shop. Who is Blade Gallery? Blade Gallery Inc. is a brick-and-mortar art gallery which draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sq. ft. showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. Blade Gallery Inc. is a small business that currently supports 7 employee households. Blade Gallery Inc. supports over 600 artisans from around the world, with custom building knives. In many cases, Blade Gallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force Blade Gallery Inc. to move or close, resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of Blade Gallery Inc. would be a considerable loss to the broader artisan knifemaking community. Regards, Terry Southall 17281 Cicotte Ave. Allen Park, MI 48101 chopperterry1967@gmail.com 313-676-0198 The Blade Gallery Showroom is at: Blade Gallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134	Terry Southall

02/27/2022	Dear Councilmembers and Sound Transit representatives, I've been a customer of BladeGallery's Epicurean Edge for almost ten years. When they moved their business from Kirkland to SoDo last year, it meant a longer drive for me, but also a beautiful new gallery, with areas for classes and a full showroom. I fell in love with the new space. It is a true destination, somewhere between storefront and museum, showcasing hundreds of artisans and helping new enthusiasts (like me, once) to dive into this very special crafting community. I hope all this helps to explain why, when I heard that their location might be expropriated for the new Light Rail lines, I was hit pretty hard. Please don't do this. Find any other place to put the new Light Rail line. The pandemic and associated hardships have already forced a number of unique Seattle businesses to close or move to less expensive storefronts outside the city. Epicurean Edge is the only thing that brings me into the city on a regular basis since these closures, and it's the first place I always look forward to taking my friends when they visit Seattle. (Okay, after Pike's Place Chowder.) I would love to see this city landmark stay where it is for many years to come. If they're forced to move (again) in the middle of a pandemic I worry they might never reopen at all. Their showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 If you've never had the chance, please consider visiting it; I think you'll enjoy it (really), and once you've seen it in person it will be easy to see what makes it special. --Angela Smiley 11311 NE 128th St. Kirkland, WA 98034 765-210-0244	Angela Smiley

02/22/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to continuing to do business with them. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Matthew Walters Home address: 1650 Fox Downs Ln, Oilville, VA 23129 Email: me@mattwalters.net Phone: 804-467-8802	Matt Walters
02/20/2022	Hello, I think the priority regarding WS should be at least getting from the Sodo stop across the Duwamish to a first stop near Delridge/under the West Seattle Bridge. That way West Seattleites at least have one stop and can get themselves to the connected system. I'm afraid that bickering over where the route will go/whose condo will be torn down will put the entire WS Link into jeopardy. The area under the WS Bridge that the train will go is not residential and there will be less debate. Please at least make this first portion happens, and sooner than 2032 would be amazing. Thanks, Gwen and Steve	Gwen Raparelli

02/24/2022	An efficient mass transit system is clearly essential to a livable city. This includes the proposed West Seattle extension. Equally important to the city's vitality is the amazing variety of unique, small, independent enterprises that give Seattle its soul. These businesses embody the dreams of their owners, represent substantial investment of their time, sweat and resources, and employ countless citizens. As Seattle has matured we've lost a disturbing number of these to "progress" (Byrnie Utz Hats and the Two Bells Tavern, are but two examples). Another may be endangered by the West Seattle extension: Blade Gallery/Epicurean Edge. I've been a customer for years, at times would go to their shop simply to listen as Daniel and his staff freely gave of their knowledge. Their recent relocation provides larger space, with incredible opportunities for teaching and training, and - most importantly - demonstrates a concrete commitment to the city's future. The Draft EIS identifies the numbers of businesses and other establishments that would likely be impacted by each of the route alternatives. But the EIS fails to provide any qualitative assessment of what might be lost … it should do so. A small business with worldwide renown such as Blade Gallery should be recognized for the value it brings to the city. Route planning and detailed design should address preservation of these irreplaceable assets. Very truly yours, Larry Leland 2351 42nd Ave. E. Seatle. WA 98112 425-785-2835 dodgerleland@gmail.com CC: Councilmember Terese Mosqueda Councilmember Tammy Morales Councilmember Sara Nelson	Larry Leland

02/21/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980	Tricia Mann

02/19/2022	Dear Councilmembers and Sound Transit Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Home address: Email: Phone: I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Eric FRANCESCHINA BladeGallery Inc Customer Home address: Eric FRANCESCHINA 51 avenue Libert 91210 Draveil France Email: efranceschina@hotmail.com Phone: 33651525453	Eric Franceschina

02/21/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Tim Peffer Home address: 2620A NW 57th St. Email: peffer@centurylink.net Phone: 206.553.9501	Tim and Amanda
03/03/2022	Hello, I'm a homeowner with a home located in the Alaska Junction. After reviewing the EIS information and proposed sites I'm very concerned about the proposed use of above-ground lines and stations in the junction. In my opinion, these options would significantly take away from the community, charm, and everything that makes West Seattle and the junction such a special place. From the numbers, the number of businesses and employees displaced is the highest for all above-ground options. Meanwhile, our short to medium tunneling options are comparable in price and would greatly limit the impact on businesses and the surrounding community. Underground options would improve the community and they would be celebrated architecturally for their fit into the community. The same can not be said about above-ground lines and stations that will run right through the junction. Please preserve the spaces, homes, businesses, culture, and community that we have in West Seattle and the junction. Thank you, Raymond Cook	Raymond Cook

02/20/2022	Dear Sound Transit: I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Joseph T Lee BladeGallery Inc Customer: Home address: 3286 Slot Run, Chico CA 95973 Email:jlee1931@comcast.net Phone:530 321 3160	Joseph Lee

03/03/2022	ear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc. would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Melanie Pritt Melaniepritt@gmail.com 6031 SE 32nd St. Mercer Island, WA. 98040 (206) 681-8244	Melanie Pritt

02/19/2022	Dear Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, John and Margaret Way BladeGallery Inc Customer Home address: 8440 West Mercer Way, Mercer Island, WA 98040 Email: pjway@comcast.net Phone: 206-232-0604	John Way

02/19/2022	Dear Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, John and Margaret Way BladeGallery Inc Customer Home address: 8440 West Mercer Way, Mercer Island, WA 98040 Email: pjway@comcast.net Phone: 206-232-0604	Margaret Way

02/20/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Alfredo Dwan Home address: 13720 87th Ave NE, Kirkland WA 98034 Email: brasildwan@hotmail.com Phone: 206 265 0045	Alfredo Dwan

01/30/2022	Dear King County Council Vice Chair McDermott, members of the Sound Transit System Expansion Committee, and Sound Transit Board members: I am a resident of Highland Park in West Seattle and a volunteer for 350 Washington and 350 Seattle. I'm active in my community and passionate about multi-modal transportation and its role in responding to our climate crisis and keeping our neighborhoods liveable. I also live in the neighborhood that most of the traffic previously using the WS Bridge now flows through. As you know, West Seattle has a challenging topography for mass transit to points north and east. Hills and waterways limit our options. The currently proposed West Seattle extension of light rail is an expensive and problematic option, with its huge and high concrete (an emissions intensive material) foundation posts and guide rails required to move trains over the Duwamish and adjacent hills. There is a better option, a SkyLink gondola system, and I urge you to direct Sound Transit to slow down work on the proposed West Seattle light rail extension long enough to conduct a comparative evaluation of a gondola system vs. the light rail project for the section that bridges the Duwamish peninsula to Sodo/Downtown. In his October 2021 West Seattle Chamber of Commerce debate (1) with Senator Joe Nguyen, King County Executive Dow Constantine was asked if he would support a gondola system (~38 minute mark in the video). His response was "I've asked for a SkyLink study and will bring a motion to the Sound Transit board." Executive Constantine asserted, however, a false dependency of light rail to points south of the Duwamish peninsula on the Sodo to West Seattle section. Why can't SkyLink--the system best suited to the topography of the north end of the Duwamish peninsula--be the bridge from light rail Sodo/downtown to light rail serving southwest Seattle and points south, where the topography is not as challenging and lends itself better to street level and/or slightly elevated rail tracks? A SkyLink study should look at that option. If Puget Sound taxpayers and West Seattle residents are being asked to accept the expensive and limited light rail extension over the less costly, more environmentally friendly gondola system, that request must be justified by comparative data showing why Sound Transit has determined light rail is better than the gondola system. Per SkyLink's evaluation (2), gondolas would have a smaller carbon footprint, displace fewer (lower income) residents and businesses, serve more people, be completed sooner, and cost far less than the proposed light rail extension. But don't take SkyLink's word for it, do your own evaluation and share the results with the public! It's not too late to take an agile approach to this important transit plan. We're going to have to live with the results of this decision for the next 30+ years. Let's get it right. Sincerely, Katherine Woolverton 7755 16th Ave SW Seattle, WA 98106 Embedded links: (1) King County Executive debate: https://www.youtube.com/watch?v=o2T795JQckA&t=985s (2) SkyLink Comparison of gondola's vs. West Seattle LR Extension: https://www.westseattleskylink.org/comparison	Katherine Woolverton
03/03/2022	I am a customer of BladeGallery's Epicurean Edge in SODO (Seattle). Last fall, BladeGallery made a significant financial investment in relocating their business from Kirkland, WA to Seattle. I understand that BladeGallery is now in danger of losing their new location to eminent domain for Light Rail. BladeGallery is a unique business which serves as a worldwide hub for knife makers, knife service providers, knife users, and knife buyers. The synergy so created can't be found anywhere else. I have benefitted personally and professionally from the service BladeGallery provides. Among these benefits are the connections I've made with custom knife makers from around the world. BladeGallery supports over 600 makers, many of whom rely on BladeGallery as their only sales channel. I urge you to support this unique and cherished resource by finding a path for Light Rail which avoids forcing BladeGallery to move again or go out of business. Sincerely, Tony Spielberg 449 Fieldstone Drive, Burlington, NC 27215 tony.spielberg@gmail.com mobile 512-762-4389	Tony Spielberg

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, James Meikle BladeGallery Inc Customer: Home address: 14827 72nd Place NE Kenmore, WA 98028 Email: jgmeikle@comcast.net Phone: 425 488 0658	James Meikle

02/18/2022	Dear Councilmembers and Sound Transit, I'm stalwart customer of Blade Gallery/Epicurean Edge and have recently learned that their building is in danger of being demolished for Light Rail. While I understand and respect the benefits of Light Rail, it would be a tremendous loss if Blade Gallery as a business was lost due to this situation. They recently moves into this building and expended significant resources to bring the facility up to their standards and it is entirely possible they could endure that again so soon. Beyond the financial benefits this small business brings, it is also a world-renowned source of knives, especially in the quality culinary cutlery community. I can tell you how rare and unique it is to have such a store front in our state. These types of businesses are are not common in the USA and are often widely spread out. This business was on my list for this summer specifically for a vacation destination from Spokane to Seattle. While I would visit other business and locales while there, there is currently nothing else there that sufficiently motivates me to make the trip other than this store and awesome opportunity to view such a rare business. I can also attest that everyone from the owner to each employee whom I've dealt with has been outstanding and are the kind of people who keep you coming back. In making your decision, please consider these words and how unfortunate it would be to lose such an excellent small business. Sincerely, Erik L. Turner	Erik Turner

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Changhyun Cho Home address: 3930 45th St., Sunnyside, NY 11104 Email: changhyun.cho.kr@gmail.com Phone: (631) 428-9800	Changhyun Cho

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: John Horrigan Home address: 35 Berrywood lane, Beverly MA Email: horrij@mac.com Phone: (508) 932-4029 Sent from a secure, undisclosed location	John Horrigan

02/18/2022	To whom it may concern, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle) and am writing this message to express my support for them. While I am located in Canada, I wish to show my support for this great small business, especially during a time that is already making it challenging enough for this company, and other small businesses, to keep their doors open. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Their customer service is exceptional and they are a true cornerstone in the knife world. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community, as well as the local business community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you for your time and considerations. Sincerely, Andrew Pardy, BSW, RSW BladeGallery Inc Customer Mount Pearl, NL, Canada apardy16@hotmail.com	Andrew Pardy
03/03/2022	I feel it is essential for the agency to pursue a preferred alternative for the downtown alignment that does not include such deep stations. The alignment is inconsequential relative to the 3-5 minute trip (or longer) into and out of the downtown stations. This will add 6-10 minutes to trips and will dissuade riders from taking transit. Deep stations also prove to be technically challenging to build and maintain. With mobility technology and consumer preferences changing quickly, ensuring quick access in and out of stations will be a competitive advantage for sound transit as they seek to divert people using less efficient means of moving from place to place. I understand there are tradeoffs associated with pursuing a cut and cover tunnel alignment through downtown. Closing 5th avenue for several blocks at a time for 5-7 years would be disruptive to residents and businesses owners. However, the short-term construction impacts would be far outweighed by the improved ingress and egress for passengers of the new system, which will exist for well over 100 years once it's fully operational in the mid-2030s. Furthermore, the construction-period impacts can be mitigated through proper outreach and funding for resilience efforts. Sound Transit has a strong track record of delivering complex projects. I have faith they will be able to complete the deep stations as contemplated in the EIS. However, I believe that there are better designs for end users than the options being contemplated in the EIS.	Chris Bendix

03/03/2022	I live in Maple Leaf but have to take the bus everyday to my office in Marysville. Im a behavioral health care manager at a pediatrician office which is a very rewarding but difficult job. I have to be at work by 9 am. In order to do so I have to leave my home by 7:00am from the bus stop from my home to Northgate Station, that then goes to the Lynwood station, I have to get off there and take a bus to Everett Station..then I get off about 10 min from my work and have to walk to work the remaining almost 3/4 mile. I leave work at 5 pm, and dont get home till 730. This is super frustrating as I just want a work life balance as I myself am supporting this community as a first responder. PLEASE HURRY UP AND BUILD THE LIGHT RAIL UP THROUGH ARLINGTON. NOT ONLY FOR MYSELF AS A PROFESSIONAL BUT CHILDREN AND FAMILIES WHO NEED THIS ACCESS. I WASTE 4 1/2 OF MY DAY ON THE BUS. thanks you	Mursal Ahmady
03/03/2022	I want to reiterate that I don't think the alignments of the stations are cause for concern. Given the alternatives and constraints. I support all the preferred alternative alignments. I object to the depth of the stations in downtown, SLU, and Uptown. I understand that the EIS is primarily concerned with alignment and immediate station-area impacts. I also understand that deviating from a concept after receiving approval from the FTA is difficult. Please reconsider the extreme depth of the stations throughout downtown, possibly even pursue a shallow cut and cover option throughout the central portion of the alignment. The user experience will benefit from this approach tremendously.	Chris Bendix
03/05/2022	ES.3.1.2.4. South Interbay Segment I currently live at Harbor House (521 5th Ave W). I'm concerned about the construction impacts to my area and after the construction completes, the final noise pollution of the light rail exiting the hill and passing in front of my building for the SIB-1 and SIB-2 alternatives. The SIB-3 alternative would be the most preferable option because it keeps the light rail construction and final impacts to my area minimal. The SIB-3 option does make me nervous because it looks like the light rail could run directly under my building and not very far from the surface. I'd be worried there could be impacts to the building's foundation during the tunnel construction. Despite that concern I still think SIB-3 is preferable to the other options for me.	David Zietz

03/05/2022	I'll preface my commentary with having lived in Seattle for many years now and have voted time and time again for spending bills to expand the light rail further; the amount of pure frustration I have with having received probably the fifth new proposal of light rail expansion within downtown Seattle with literally not a SINGLE thing physically done is indescribable. First of all, I don't know who the person/party was that thought it was a great idea to have a public transit station not stop at the Seattle Center; not realizing that anytime there's an event there, all of Denny Way and Mercer St get so clogged up with traffic and traffic flow gets so horribly mismanaged, is a complete moron. Disregarding the fact that putting an arena is basically a more residential area of Seattle with ZERO public transit is just classic idiotic city planning on behalf of Seattle; to suggest not having that arena be serviced by public transit when it's been rebranded to virtue signal by a polluting corporation that they pledge to do something about climate change speaks volumes in ways that it shouldn't. I recall the first time I reviewed one of these mailed out light rail station proposals and expansions optimistic that finally, Seattle proper can finally have actual trains that can quickly get you around, I was shocked to see how it was expected to take until around the 2040s to get from Westlake to Ballard. Meanwhile, service to the East side has been built up along with Northgate no problem. But clearly the institution of the Seattle Process is the reason why over five years later not a SINGLE new light rail station anywhere in the core of Seattle has opened up. My commentary on this is simple: shut up and do something. If I get another proposal of alternate light rail stations or more asks for public commentary, I will 100% be voting against any increase in funding for Sound Transit. It took nearly 20 years to replace the viaduct because for some inexcusable reason, the city's leadership and agencies can't do anything correctly, can't design roadways correctly, and can't do public transit correctly. We don't have another 20 years to waste away discussing proposals in the face climate change. Get it together.	Andy McMaylor
03/06/2022	I have gone over the EIS plans and I have a background in construction. I understand the light rail crossing the Duwamish needs to be elevated 140' to match the West Seattle Bridge and it seems to meld with the Bridge so as not to be as noticeable. The elevated light rail is not a pretty sight but then it doesn't seem as bad in a commercial zone area. When the elevated light rail comes around Pidgeon Point, we have two possible stations, as far as I'm concerned whichever one displaces less people and buildings is the best option. I am also in agreement for the tunnel at Genesee and Avalon. The less displacement of people and buildings will always be the best option and to be bluntly honest, the elevated light rail is ugly and noisy. Developers have been building non-stop in the last 15 years in this area and it seems you will be taking out a lot of these new apartment buildings if you put in an elevated light rail system. You will have to take out apartments all the way up Avalon and then up Fauntleroy. It seems that will be rather expensive, I think that money should go towards the tunnel. If you continue with the elevated light rail, it will disrupt the integrity of our neighborhood. I honestly don't know any place in the country that likes the elevated light rail. They have some in New York but if you see any movies whereas people's homes are shaking everytime they go by, that should be a lesson in itself why we should go underground. I think the best station should either be on Fauntleroy or on either side of Alaska and 41st. Please don't be short sighted when it comes to our neighborhoods. This is what makes our communities special in Seattle.	Judy Aloisi

03/06/2022	We are not happy about an elevated light rail. My home on 40th Ave SW between Alaska & Oregon would be right in the path. I would not be able to afford moving to an area that does not have easy access to all we have near the junction. We would like to see a tunnel instead. An elevated would be so disruptive and noisy to our community for a long period of time. We would live to keep the integrity of community, which is so important. Please consider a tunnel instead. Thank you!	Karen Keating
03/07/2022	Some of the potential plans for the Chinatown and Midtown stations on the Ballard extension seem to place the new stations extremely deep. This seems like it would make these stations much harder to access - would this mean multiple long escalators down to the platform? Given that these stations have high ridership projections (and given that the Chinatown station looks like it will be an important transfer point) placing them deep underground where they're only accessible by mechanical equipment like elevators and escalators (which tend to break down often on Sound Transit) seems like it would lengthen a lot of commutes and make the light rail system less reliable.	Jacob Cosman
03/07/2022	Seattle foolishly cancelled funded bike safety infrastructure on Fauntleroy Boulevard between 35th Ave SW and SW Alaska St. due to potential planned siting of light rail stations. Sound Transit must insure that right of way is preserved for safe access by bicycle and by walking to businesses along this corridor in both directions. That means there should be no big pylons on the sidewalks or curbside shoulder areas of Fauntleroy Way. Also, Bikelink secure enclosed bicycle lockers should be installed at the stations since frequently there is no room on the trains for bicycles.	Kathleen Dunn
03/07/2022	Build it as fast as possible	JEROME MILLER
03/08/2022	4.3.4 Strangely, Little Saigon is never mentioned except as the CID community east. Need to use neighborhood names of Chinatown, Japantown, Little Saigon. CID community east could be referring to the CD or Jackson Place neighborhood. 4.3.14.3.3 Listing of Public Services shows public and private schools but omits daycares, Chinese schools, Vietnamese school, martial arts schools, ESL programs, senior service providers, Nikkei Manor Assisted Living, Legacy House specializing in Alzheimer's and Dementia elderly, after school programs, youth programs & activities, pre-schools, ICHS, and more. These should be added since they also serve the public. Or maybe above should go under 4.3.4.1 Social Equity 4.3.4.1.2 Demographics should include number of elderly non English speakers, about 1200; needs to be a place to include thousands of pre-K to 16 youths participating in the many activities (2,000 per year visiting the WL museum alone) CID mentioned as an Asian hub but the three neighborhoods should be named as well as why many Asians go there for services, visit elderly relatives, food, entertainment; very strange CID is shown to be only Chinatown Historic District and that is not true. Please clarify by stating CID is Chinatown, Japantown, Little Saigon since the station is the gateway for all three neighborhoods. 4.3.17.1.2 Hing Hay Park use not just for festivals main use is for elderly residents to do traditional exercises such as Tai Chi, play ping pong, and to use the traditional exercise equipment (requested by seniors, funded by Parks) 4.3.17.4.3 Should list adverse impacts of dust, dirt, noise on health of elderly residents who live in 15 buildings--many are in close proximity to proposed construction as well as toddlers in day care, children in schools and youth programs	Betty Lau
03/08/2022	Please don't knock down the brand new apartment buildings on Fauntleroy in West Seattle. I think this is such a terrible waist and unnecessary. The alignment that puts the station at the current location of the Safeway in Jefferson Square makes far more sense because that complex is outdated and old, and you could build the station in such a way that business and housing could go up next to it like the Capitol Hill complex around that station. I personally don't care whether it's raised or tunnel as long as it's grade separated, but please don't knock down brand new buildings. That's the stupidest thing I've ever heard. Also, for downtown, don't have elevator only stations there. I lived in Pioneer Square for 6 years, and the elevators in that station were exclusively used as rest rooms for the homeless population over there. The elevators will just be used that way in the new stations you are building. If you feel like you have to go with an elevator only design then please please put public restroom facilities in it. Thanks so much for everything you do! I'm excited to see the system expand!	John DeGennaro

03/08/2022	I would hope that either tunnel option are chosen given the small changes in cost versus and elevated rail that will displace already needed housing and be more noise and visually disruptive to the area. I have no preference on the 14th vs 15th location, I imagine that locating it on 14th will help prevent further delays given the current state so would prefer either one that moves the projects faster.	Patrick Dion
03/08/2022	Hello, We're residents of Pigeon Point and thought we'd add our opinions and thoughts on the matter of the preferred route of the lightrail tracks that are proposed to run and cut into the hill. We've lived in the neighborhood for 13 years and adore its charm, proximity, neighbors, and sense of community. The disruption not just of construction, but of the new addition to the neighborhood (lightrail in West Seattle!) will greatly affect the attitude and spirit of our unique little hood. Displacing residents and thrusting the trains into our homes that live closer will be a constant stress. The noise of industry in Pigeon Point is part of its already unique soundtrack. Among our beautiful birdsong is the clang of steel, noise of trains (OMG the trains), low flying aircraft, trucks, ships, cars, and more. We can live with these but adding lightrail tracks directly on top of us is cruel. The lightrail should NOT pass through Pigeon Point. The NORTHERN ROUTE won't displace people from their homes, will move noise away from permanent residents, and place it to where it belongs, with industry that already exist. We should use the route that utilizes industrial spaces such as harbor island in a way that uses its potential and enhances it. Bonus, the NORTHERN ROUTE might be able to incorporate some businesses, expand commodities in the area, create jobs, and save houses for people to live in. It will still offer an amazing view of the sound, life around the sound, and provide a quick easy way into and out of West Seattle. We are truly excited for lightrail in West Seattle, but please choose the NORTHERN ROUTE! Sincerely, Joshua and Heather Gosovich	Joshua Gosovich,Joshua and Heather Gosovich
03/09/2022	I am a Pigeon Hill (Point) resident one block off of Delridge on 23rd SW and 2 lots south of SW Dakota. It seems to me having the Delridge Station be closer to Andover St and the Steel Mill would have the less impact on the residents of our community. HERE IS WHAT I THINK SHOULD HAPPEN. DEL 5 OR DEL 6 OR A TUNNEL THRU PIGEON HILL./PT. DUW -2 NORTH SIDE OF THE BRIDGE. OR TUNNEL THRU PIGEON HILL/PT. TUNNEL TO WEST SEATTLE JUNCTION. WE DON'T WANT TO LOOK AT AN ELEVATED STRUCTURE. WE ALREADY HAVE TO LOOK AT THE WEST SEATTLE BRIDGE.	Gina Kaukola

03/09/2022	The underground option seems to be the most preferred by local residents and businesses. It will support the long term atheistic of the Ballard neighborhood, and reduce its visual and practical impact. I also understand that due to recent property price increases, the cost differential is no longer significant - which was the major driver for it not to be the preferred choice choice. Furthermore, the current preferred option on 14th is wholly unsatisfactory. Our brewery - the first in the recent wave of the Ballard Brewery district - would be wiped out and converted to a drain field in the preferred solution. There has been no explanation of why our site was selected for this - when other sites opposite ours are literally currently for sale. I would advocate for the long term solution of the tunnel, and if above ground is required keeping the impact to the busy 15th Ave would be a better choice. Please think of the long term impact to the atheistic of the neighborhood rather than be driven by cost measures - which are no longer as significant as when this was first written. Thanks	Adam Robbings
03/09/2022	I'm recommending the light rail tunnel through Elliott Ave W, as first option and Prospect Street station / central Interbay as the 2nd option. I believe closing off Elliott Ave during construction would hurt many commuters that live in the area. Light rail on the east of Elliott Avenue along the greenbelt will keep Elliott Ave open for commuters. No elevated guideway on the west side of Elliott. Ralph	Ralph Castellino
03/09/2022	Hello, I am very concerned about the Light Rail Ballard extension down West Republican. It appears to be the preferred alternative for the route for the Seattle Transit Authority; it is not for this commentator. I note that two buildings on the south side of the street, in the five hundred block of West Republican, near the western most end of that street, will be razed, trees at the western most edge will be removed (with questionable hill stability as a result) and, the Luxe Condominium building, in particular, will be subject to substantial multi year disruption. If I read the EIS details correctly, the West Republican route could lead to the closure of two of the three parking garages for the entire Luxe Condominium building (which are accessed off of West Republican) for years; there is no alternative parking in the area. In addition, the multi year construction in front of the many south and southwest facing units for that building will effectively diminish , if not drastically undermine, the value of those properties. Following construction of the station, which it appears will be effectively across from the Luxe Condominium, traffic in what is a confined area due to the hillside drop off to Elliot in that area will generate significant noise, environmental and visual pollution in that confined area. This appears to be a condemnation lawsuit/injunction waiting to happen. It does not appear that there is any thought given for compensation for the diminution of property values or loss of access to the Luxe Condominium property over the many years of construction.	Malcolm Goodrich
03/10/2022	The Ballard station on the WSBLE should not be located at 14th or 15th street and Market. Instead, it should be located at 20th and Market to better serve the existing urban village of Ballard. Placing the station at 20th would provide a far greater ridership experience for riders trying to visit historic downtown Ballard.	Maxwell Pearson
03/10/2022	Sound Transit should reopen study of a station at 20th Avenue. The EIS analysis shows that a 15th Avenue option with a drawbridge now costs as much as a 14th Avenue tunnel option. We need to revisit the cost of a 20th Avenue option. 20th Avenue would serve Ballard better, as was shown during pre-DEIS work. A station at 14th or 15th does not serve the already-dense historic core of Ballard and instead serves hypothetical development east of 15th that may never come. Build for the neighborhood that is already there.	Brennen Birch
03/10/2022	Restudy a tunnel option to 20th street in Ballard. With the RTA funding bill passing Seattle will definitely vote for extra funding for that option. We cant vote for something we dont have the information for though. Also do not make every station deep. Your history with elevator and escalators means this will be a disaster for riders. Every station needs to be as shallow as possible.	Charles Fowles

03/10/2022	The EIS makes it clear a bridge is not cheaper than a tunnel. We should return to older, far better location proposals that actually serve the Ballard neighborhood like 20th and Market.	Bryson Albrecht
03/10/2022	Please reconsider a station at 20th and Market	Monica Lewis
03/10/2022	The only appropriate placement for the Ballard station is west of 15th. Costs have changed, and according to this post by Seattle Transit Blog: https://seattletransitblog.com/2022/03/10/st3s-ballard-station-has-to-serve-ballard/ it could be within the price range of the other stations proposed. Let's be real. This is what we'll be using for the next hundred years. The decisions made now need to take a longer timeframe into account than just the next few. If we settle for mediocre, then the city will have to suffer through mediocre for a century or more. If we push just a little bit harder, we can make life easier for millions of people for hundreds of years, rather than satisfying a few tens of stakeholders for a short amount of time. Go back to the drawing board and study a station west of 15th. History will remember you as brave.	Joshua Sera
03/10/2022	I support Seattle Subway and Seattle Transit Blog. Please add the 20th st Tunnel option back and review it. The station should be central to the Urban Village and the core of Ballard. https://seattletransitblog.com/2022/03/10/st3s-ballard-station-has-to-serve-ballard/#more-113923	Derek Herman
03/10/2022	The Ballard station needs to be at or close to 20TH Ave. NW, not 14th or 15th. Not only is that the heart of the neighborhood where the attractions and dense housing are, but also for those with mobility concerns, a station at 20th is much closer to Swedish Hospital. If the station could be built with an exit on the south side of Market St., these folks would not even need to cross a major road to get to the medical care they need. Please consider the needs of those with mobility issues who need to take public transportation to the hospital to access medical care. Employees and staff would benefit as well, some of whom also have mobility issues and do not drive. The Ballard campus is in an area with limited parking and inefficient to commute to by car. We regularly make concessions to prioritize those with limited mobility when it comes to cars, and we should do the same with our transit system. This is an environmental impact when it comes to those with limited mobility.	Brandon Kerns
03/10/2022	Please put a station at the location that is best for passengers, as that will actually result in fewer cars on the road. Putting a station so far away from where passengers will be going after they disembark means people will simply not take the train. You wouldn't build a road intentionally far away from shops because it's cheaper to build there, so don't do it for transit.	Diane Panagiotopoulos
03/10/2022	Please consider a Ballard station location that will serve the existing residential density that is in Ballard, rather than a potential residential area that will need to be rezoned: revisit a Ballard station on 20th or 22nd Ave instead of 14th or 15th, which are too far from the Ballard business and residential hub!	Day Frostenson
03/10/2022	We must build it right the first time. Study a central Ballard 20th Ave NW tunnel station further. It is the only realistic alignment that is open to further expansion north and east.	Ryan Dooley
03/10/2022	The 5th Avenue options will entail construction in the Chinatown International District which comprise of Chinatown, Japantown and Little Saigon for 5 to 9 years. Construction obstruction would severely impact business operations, local businesses, and residents. Our business base rely heavily on patrons coming in to enjoy the flavors of Chinatown. Obstruction for 5 to 9 years would be devastating to Chinatown.	Tuck Eng
03/10/2022	I'd like to see further study of a station on 20th or 22nd to ensure that we develop transit that directly serves dense areas, making public transit more accessible and more convenient for more people. Seattle Transit Blog makes this case here: https://seattletransitblog.com/2022/03/10/st3s-ballard-station-has-to-serve-ballard/	Taylor Cramer

03/10/2022	Please consider a 20th Ave location for the Ballard station. This location serves the Ballard core more directly, and equally serves residential units from 15th to 24th Ave. There's several high density apartment buildings around 24th Ave and NW Market beyond 24th Ave. Furthermore, a 20th Ave station enables people to easily access the Ballard Sunday farmers market, which bolsters our local farms and business as we drive more traffic to the market. Alternatively/additionally, consider two Ballard stations. One at 14th Ave, and one at 24th Ave.	Finn Thompson
03/10/2022	Please reconsider the 20th and Market station alternative. 14th and Market does not serve the vast majority of Ballard, and 15th is also problematic. 20th would increase ridership and connect better with existing bus infrastructure.	Conrad Meyer
03/10/2022	2.1.2.2, page 2-45: It is a mistake to site the Ballard station on 14th or 15th. The station should be central to where people actually go: 20th is the heart of Ballard.	Daniel Kwan
03/10/2022	VERY glad to see the elevated tracks: The views are too precious to hide. Financially, too, there would be savings from NOT boring tunnels; plus increased ridership/income from tourists, visitors, residents - ANYONE who wants to enjoy the sights of our unique city. (Obviously, this route is long overdue - but everyone knows that.)	Bob Hollowell
03/10/2022	As a longtime resident of Ballard, I implore you to take into deeper consideration a station on 20th or 22nd. Please see this post for more details https://seattletransitblog.com/2022/03/10/st3s-ballard-station-has-to-serve-ballard/#more-113923	Federico Rozenberg
03/10/2022	https://seattletransitblog.com/2022/03/10/st3s-ballard-station-has-to-serve-ballard/ We need to revisit the location of the Ballard station. The walkshed simply does not cover the core of Ballard as a destination, nor even a large chunk of the density on 24th. It's important to get the station location right not just for commuters, but also as people want to travel to Ballard. Another option being discussed by some advocates is having 2 stations in Ballard, one East and one West -- with options being a tunnel to 14 that then turns West. That's also an option to study	Tyler Doyle
03/10/2022	Hi please reconsider locating the Ballard station at 20th or 22nd. Cost is not the only factor. Ridership would benefit immensely by locating the station in the commercial hub.	Alex Frederick
03/10/2022	Please consider a 20th Avenue tunnel option for Ballard. With the EIS out it seems that the cost would not be significantly higher than the other two options, but would provide so much more use to our community.	Christopher Peterson
03/10/2022	There is only one Ballard station in ST3 and we have only one chance to get this right. We need a Ballard station where it will serve the most people who live in, work in, and visit Ballard: 20th and Market, directly in the center of the urban village. Please review the 20th avenue station in central Ballard and study it further.	Christopher Dawe
03/10/2022	There are two things that are very important to me regarding the Ballard Station: That the station is located closer to the urban hub of Ballard. Otherwise I couldn't see myself using the line nearly as often. That the station is designed in a way that accommodates future extension of the line. I know there will be a lot of support for the line to continue on to Green Lake or UW once the line is in use. Anything that can be done today to make that easier is something worth building in now. I believe that an underground station would be best for this reason. I'd also like to make a similar point about the West Seattle stations. It's likely that these lines will be extended in the future and that this area will continue to grow, so an underground station should really be pursued, even if it costs more.	Jacob Tukel
03/10/2022	Please reopen for consideration placement of Ballard station to 20th or 22nd Street. It should now be recognized that the EIS incorrectly restricted the scope of the analysis based on faulty cost assumptions.	Michael Gillenwater

03/10/2022	Reopen the study of the 20th Ave NW tunnel! We need a Ballard station where it will serve the most people who live in, work in, and visit Ballard: 20th and Market, directly in the center of the urban village. Though a station at 15th and Market is marginally better than a station at 14th and Market, neither serve the entertainment district on Ballard Avenue well or maximize usability for most people who already live in Ballard. The forthcoming Ballard station doesn't need to rely on new transit oriented development; there is already an urban neighborhood there in need of transit service around 20th. That said, 20th isn't the only station location option in central Ballard that could work. A station on 22nd could offset the continually rising land prices by using a significant amount of City of Seattle-owned land along 22nd Ave (including the Ballard Commons or Bergen Place) as potential locations for Sound Transit station entrances. There could be another central Ballard option that works better than 20th. The point is that Ballard station has to be in central Ballard and the options that made it through the EIS would require an additional future station to serve it properly.	Erica Clawson
03/10/2022	I'm writing to encourage the Sound Transit Board to reopen consideration to place the Ballard station at Market and 20th or 22nd streets, where it will best serve the needs of Ballard residents. As a resident myself, it's difficult enough having our extension pushed off further and further in favor of lower traffic, but more politically connected areas. At least enact a plan that will provide the best service when Ballard station is completed.	Victor Allen
03/10/2022	Though I'm excited that ST3 is including a link station in Ballard, I believe the current plan of a 14th/15th Ave station is not the best location and that the 20th Ave station option should be studied further (a station that provides access to central Ballard). Thanks!	Evan Van Otten
03/10/2022	I agree with this article that it makes sense to re-evaluate a station at 20th or 22nd in Ballard. 14th & 15th options don't serve present or future Ballard well. https://seattletransitblog.com/2022/03/10/st3s-ballard-station-has-to-serve-ballard/#more-113923	Micah Loffer

03/07/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer:Philippe BABUT Home address: 15350 Veyrières FRANCE Email:lacroixdeschamps@gmail.com Phone: +33 6 30 20 53 84	Philippe Babut
03/10/2022	Ballard Station should be in the core of the Ballard commercial district. i.e. WEST of 15th Ideally at 20th, but certainly NOT EAST of 15th as indicated a 'prefferred alt', which would effectively cut off riders from the primary destination.	Kevin Steffa
03/10/2022	?Please reopen the Ballard 20th Avenue Station Study with a Thorndyke Portal in Interbay!	Derek Dexheimer
03/10/2022	Thank you for all your hard work so far. A station at 20th or 22nd seriously needs to be reconsidered. 14th and 15th are too far from central Ballard. Let's do this right the first time please. Let's get more cars off the road and make Seattle accessible. https://seattletransitblog.com/2022/03/10/st3s-ballard-station-has-to-serve-ballard/?fbclid=IwAR3zPSbt6nV7oOSQ2vBxK25z7Fu4yQ5Azf6CBfRdadavLiZLgO_UIFMNqw4	Lauren McCambridge
03/10/2022	I would like to see the board reconsider the 20th Avenue tunnel in Ballard. 20th and Market is the commercial hub of Ballard and a station there would link that vibrant neighborhood with downtown and Queen Anne. It is a once in a lifetime chance to bring this neighborhood closer to all Seattleites.	Justin Terada
03/10/2022	Please place the station on 20th st. It's a FAR better location.	Drew McMurry
03/10/2022	We need you to reopen a central Ballard station option. Transit first means picking the best place for ridership. That's obviously a station at 20th or somewhere closer to central Ballard than 15th or god forbid 14th.	Michael Stein-Ross

03/10/2022	I am a lifelong Ballard resident and strongly encourage that the Ballard line includes a station at 20th - in the Ballard core. A station at 14th or 15th is better than nothing, but doesn't serve the Ballard core very well and is a short sighted solution.	Heike Burr
03/10/2022	The Ballard station should be near or on 20th street rather than 14th. It would much better serve the neighborhood. The deep stations downtown are also not a good investment. Making the travel time to the station take 5+ minutes is unacceptable, especially given Sound Transit's track record with vertical conveyance. I understand that cut and cover is more expensive and disruptive, but if we want a great transit system like NYC or European cities, we cannot have such deep stations.	Luke Small
03/10/2022	Writing to request you reconsider 20th and market as the location for Ballards light rail station. 14th Ave Is too far removed from Central Ballard.	Chris Mahannah
03/10/2022	Study a station at 20th Ave NW. That location will allow for the most useful system. Build the right system. The cost differences are minor in comparison with the differences in how useful the system is.	Christopher Hoffman
03/10/2022	The ballard station should be on 20th or further west to better serve the retail core and the hospital blocks.	R C
03/10/2022	We need to study a 20th avenue station in Ballard. We cannot spend so many millions of dollars to have a mediocre stop that does not serve the people of Seattle. There is so much to do and see in Ballard, but a station on 15th or even 14th is farther than most people will walk to visit ballard. We need the station actually in Ballard.	Harry Maher
03/10/2022	My comment is about the Ballard station alternatives. None of the proposed Ballard station alternatives in the draft EIS align with the neighborhood's current development or amenities, which are mostly located west of NW 15th Ave (between Shilshole and NW 17th Ave). As a resident who has lived in both west and east Ballard, I believe the neighborhood west of NW 15th Ave is better suited for the high-quality transit that Link represents. The area features significantly greater density that is less car-dependent, with the opportunity for additional development without zoning changes. Walking, biking, and rolling is more pleasant with a higher density of destinations. There are greater opportunities for multi-modal station connections like neighborhood greenways, cafe streets, and bike paths. I believe a more western alignment, such as the NW 20th Ave station proposed in the initial alternatives would better serve the neighborhood, its residents, and visitors. I urge the Board to revisit a centrally located station in Ballard.	Michael Burgess
03/11/2022	Please consider putting the Ballard station on 20th versus the current proposals of 14th and 15th. This gets people to the core of where they want to be. A tunnel is the best option for future expansion of rail sand the city and I can't see an above ground option being successful	Graham Roberts
03/11/2022	Regardless of location, please consider Taking measures to rescue any noise level that might be an issue for residents nearby. Also, would recommend adding a police station nearby since there will be more traffic and a police station nearby will help with a faster response if needed.	Jessica Huang
03/11/2022	Please prioritize a Ballard station at or near 20th & Market. This is the ideal location to maximize usage of residents of west and central Ballard, commuters and visitors to downtown & the brewery district. For tourists, this would increase access to the Locks & Nordic Heritage museum. With ~15 years to go, density will increase in the Ballard core and transit must serve it accordingly.	Peter Rice
03/11/2022	ST's lack of focus on where the Ballard riders are (downtown Ballard) is to the Ballard Link Extensions detriment. I live in north Ballard on 13th, so putting the station at 20th Av. means it's further from me personally, but it is absolutely the right thing to do. Central Ballard around 20th has far more businesses, events, and housing than the area around 15th. Please reconsider the 20th Av. Station alignment.	John Parejko
03/11/2022	Preferred Alternative SODO-1a makes great sense! And, while I can see why building a link to Magnolia would be a lot, it should be taken into account that we are cut out of all your plans... so having this go through Interbay would allow us to have closer access from here. This would be especially important when you take into account that the Fort Lawton Homeless housing will be hopefully happening soon, and giving those residents more access to transportation is incredibly important! Thank you.	Alexandra Pavlish

03/11/2022	I live at 5713 14th Ave NW right near the end of the preferred alternative in Ballard. I saw that in 4.3.7.3.5 of 4c-wsble-drafteis-chapter4-4.3-aff-env-env-consequences-ballard-202201 it says there will be significant noise impacts at the end of the line, but the map at https://www.soundtransit.org/sites/default/files/documents/16b-wsble-drafteis-noisetechreport-attsn.3a-e-202201.pdf#page=169 Figure N.3D-21g shows two surrounding properties that have noise impacts, but not my house which is between them. That seems like an oversight, wouldn't all the buildings have the noise impacts? Especially since my house is closest to it. I am the property just south of BD6481 which is indicated in yellow. It seems like only the multi family places were highlighted, but my bedroom for example faces the street.	Andrew Wiseman
03/08/2022	DEIS 4.3.1-2 Needs better description or specificity about displaced, relocated businesses on King Street other than those 2 or 3 in American Hotel.	Betty Lau
02/13/2022	WSB Link Extension Team, Given its importance as the best transfer node in the future network, I was wondering: would it would be possible to construct the Chinatown-International District 5th Avenue Shallow (CID-2a) (non-diagonal) alternative's station[1] in such a way that it could eventually be combined with the existing (1 line) International District/Chinatown station in a stacked cross-platform interchange configuration? I hope the illustrations on page 5 of this document will help explain my question: st3-cid-proposal-2.5.pdf [1] CID-2a (non-diagonal) station alternative as illustrated on p32-34 of the WSBLE Draft EIS Appendix J (Ballard Link Extension) (drawings B01-ASP100, B01-ASX100, B01-ASX101). Please let me know if the above question requires clarification or if you are unable to access the linked document. And many thanks to your and your colleagues for your efforts to make this important project a reality! Thank you very much, Will (South Lake Union resident working in Redmond) William McGough wm@williammcgough.com https://williammcgough.com	William McGough

03/08/2022	From 4.3.4 Social Resources: "The district is home to Hing Hay and Donnie Chin parks, the International District/Chinatown Community Center, and community festivals. As described in Section 4.3.4.1.2, Demographics, a high percentage of the population in the Chinatown-International District Segment is low-income. Many social services that support communities of color and/or low-income populations and cater to the Asian- American community are in this district. Other social resources in this segment include senior and low-income housing, a child support office, a community center, and the Goodwill Seattle Outlet." Note: Also in the district, comprised of Chinatown, Japantown, Little Saigon are Kobe Terrace Park, Little Saigon Park, Danny Woo Community Garden; senior programs, ACRS food bank, Denise Louie Education Center, Chinese Information and Service Center….Chinese language and Vietnamese language schools, etc. You specifically mention Goodwill so please name the community service providers, the public library, ICHS, Kinon Services, Nikkei Manor Assisted Living, Legacy House for the most frail (Alzheimer's, Dementia elderly) and so on ESL programs, martial arts schools, 15 low income senior buildings, etc., community newspaper offices Betty Lau On Mar 8, 2022, at 2:23 AM, Betty Lau <Betty.lau47@gmail.com> wrote: Plz add Bailey Gatzert Elementary to the list of schools for CID under Public Services section. Betty	Betty Lau

03/02/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. As a business who uses BladeGallery exclusively for our sharpening and knife needs its devastating to hear that this plan is even being considered. I can't express how deeply saddened I was to hear that this proposal was even on the table. The lovely people down at the BladeGallery have been through so many challenges just to get to the point that they could have a storefront in Seattle, and to hear that ripping it right out of their hands is even being discussed is beyond heart breaking on both a business and personal level. I hope that this plan taken off the table and my business able to continue being customers at the amazing business that is BladeGallery! The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Shannon (Gorditos)	Shannon
02/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop	Frankie Heming

02/25/2022	Dear Councilmembers and Sound Transit I am a Washington State-based professional knifemaker, involved with BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to possibly teaching some classes there such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to participating with classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Salem Straub Promethean Knives www.prometheanknives.com	Salem Straub

02/23/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 I have a special memory of an art piece that I purchased through these great folks that arrived while my daughter was being born. It holds special significance to me for that reason, and this business's closure would put an end to such meaningful experiences to a vibrant artisan community worldwide. Please help keep this worthy endeavor alive. Yours, Drew Rice 216 Skyline Dr, Bristol, TN 37620 662-401-3150	Drew Rice

02/22/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Steve O'Neill BladeGallery Inc Customer: Home address: Po box 2258, Kapaa, Hi. , 96746 Email: son@2oneills.us Phone: 4357602411	Steve O'Neill
03/11/2022	The Ballard station does not work on 14th or 15th. The station needs to serve the existing neighborhood. The cost assumptions that eliminated the obviously correct option earlier in the process are no longer valid. Put a 20th street option back on the table.	Tim Sparkles

02/21/2022	Dear Councilmembers and Sound Transit: I am a longtime customer of Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to 3628 E Marginal Way S. in Seattle. I was alarmed to hear that their new location is now in danger of an Eminent Domain seizure for Light Rail and wanted to share my concerns: If Epicurean Edge were to move or close down, there would be immediate impact to Seattle's renowned restaurant community, whose workers have struggled through the COVID-19 pandemic. Epicurean Edge is an essential resource for professional grade knives and sharpening services, with offerings at every price point. Having access to high-quality gear for prep cooks and line cooks makes their work faster and safer, keeping up with heavy demand, and showcases their talents to earn promotion and higher wages. There would also be impact to Seattle's retail kitchen stores (great knives lead quickly to other upgrades), as well as to thousands of home cooks. There is simply no equivalent retail space for knives anywhere in the Pacific Northwest. The deep intent and effort involved in Epicurean Edge's relocation to the SODO District was enormous, and took considerable time, money and energy to manifest. The space was purchased, renovated and brought into compliance with Seattle environmental regulations at great expense, with the intent of creating a destination for home cooks, professional chefs, craftspeople, tradespeople, local bladesmiths, and the international bladesmithing community. The loss of this new space to Eminent Domain would be massive. Epicurean Edge / BladeGallery Inc. supports over 600 highly skilled artisans from around the world, who produce customized wares to Epicurean Edge's high standards. For many of these artisans, Blade Gallery / Epicurean Edge is their primary sales channel and source of income. Epicurean Edge's staff would be similarly impacted in our fragile economy. Over the last ten years, my wife and I have gotten to know Daniel O'Malley, the proprietor, and we have witnessed the immense care and cultivation he practices with Blade Gallery / Epicurean Edge. Even though we buy less frequently of late, Daniel always remembers us, the knives we own, the metals and bladesmiths we prefer, as well as what we have bought for close friends and family members. We continue to learn about these fine knives and their care every time we visit. I urge you to please consider the hard work and deep investment made by this unique business, by ensuring Epicurean Edge's new space can remain open for many years to come. Please find a path for Light Rail that does not force BladeGallery Inc. to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Let's keep Seattle's restaurant community thriving, as well as our home kitchens. With gratitude and appreciation, Scott Orange 1100 NE 8th Street #A-920 Bellevue, WA 98004 sorange@newgrowthconsulting.com Cell: 425-941-6506	Scott Orange

02/21/2022	Dear Councilmembers and Sound Transit I am a long-time supporter of BladeGallery's Epicurean Edge in SODO (Seattle). They are just the kind of small business all communities need. This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Abe Shaw Home address: 135 Cebra Ave, SI, NY, 10304 Email: abebshaw@gmail.com Phone: 2126559861 Abe Shaw Founder: Eatingtools.com | LivingSteel626.com NYC abe@eatingtools.com @eatingtools 212-655-9861 800-742-9948 Don't Eat With Your Hands™	Abe Shaw

02/20/2022	Dear Sir or Madame, I am contacting you because of the Light Rail project that you are undertaking. This project, while I'm sure is worthwhile and important, has the potential of disrupting businesses along its route that may not recover from its implementation. The Blade Gallery on 3628 E Marginal Way S is one such business. And, I am very concerned about this. I am a knife collector and have been a customer of Blade Gallery for years. Blade Gallery is one of the finest custom knife dealers in America. And, I do not consider this an exaggeration. They not only sell fine custom knives, but the gallery actively promotes exceptional knife makers and the knife making trade in general. Blade Gallery's owner, Daniel O'Malley, is an exceptional individual who is considered a knife expert in the custom knife trade. It would be very unfortunate if the building Blade Gallery now occupies were to be condemned and destroyed as a result of this project. Blade Gallery, like many small businesses, would find it very difficult to recover from such a setback, and we would stand to lose a very significant, unique player in the custom knife world. Given this, I am asking that you and all involved in this worthy project carefully consider alternatives and ways to achieve your goals without harming the businesses along the Light Rail route. Our businesses, small and large alike, have taken significant hits over the last several years due to COVID, supply chain issues, employment, and inflation. We are at the point where any further disruption to operations of these businesses will be the very thing to cause permanent closures and the loss of some very unique enterprises. Blade Gallery is one of these. I started my public career many years ago in the City and Regional Planning Profession before going to work for the Federal Government (NASA). I fully appreciate the complexity and problems associated with transportation projects and the importance of implementing them for the larger public good. But I also know that the larger public good is also served by the many small and medium sized businesses actively operating in our local communities. They are equally important. Please try to find a way to accommodate the goals of your Light Rail project vis-a-vis the survival of these small businesses. Thank you. Sincerely, David Birmingham 2319 Bisontine St. Friendswood, TX 77546 Email: dbirm@sbcglobal.net Tel. No.: (281) 482-4103	David Birmingham

03/11/2022	Dear Council Members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is an extremely unique business, serving as a hub of the PNW bladesmithing community and that of the international community as well. It simply cannot be found anywhere else in the region and Seattle would be less without it and the community it fosters. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community - especially that of the local PNW region. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, David Fowler 13409 SE 42nd St. Bellevue, WA 98006 fowlerds@gmail.co, 206-795-1530 David S. Fowler Lecturer Comparative Religion & Asian Language & Literature University of Washington he/him	David Fowler

02/19/2022	Dear Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm impressed by their efforts and great expense in building a new larger storefront. I look forward to their classes on knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Armando Lindner Home address: 7240 86 ave SE, Mercer Island, Wa 98040 Email: armandolindner@comcast.net Phone: 206-427-4036	Armando Lindner
03/11/2022	The ST3 Ballard station should be located at 20th Avenue NW & NW Market Streets. Stations located at 14th or 15th would not server the community or intended function.	Nicholas Weikel

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Doug Campbell BladeGallery Inc Customer	Robert Campbell

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I am located in Germany. The US distributor of the company I am working for is located in Everett near Seattle. Being responsible for our international sales department I am visiting our distributor frequently and I always take the opportunity to drop by at BladeGallery's Epicurean Edge shop, located in SODO (Seattle), enjoying their outstanding selection of handmade knives and purchasing a nice knife for my collection. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Stefan Stefan Bremer Maierbreite 17 86874 Tussenhausen - Germany Phone: +49 8268 90 85 725 Cell: +49 172 829 7736 Email: stefanbremer@gmx.com	Stefan Bremer

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Karen Montague Home address: 12603 SE 59 St Bellevue 98006 Email: karenmontague@comcast.net Phone: 425.698.3540	karen Montague

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broade artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: SHANG-CHUN LIN Home address:Taiwan Email: fatbn24@gmail.com Phone:	Shang-Chun Lin

02/18/2022	Dear Councilmembers and Sound Transit I am a knife maker and make custom kitchen knives and folding knives that are sold at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs – in fact, I learned my sharpening skills from owner Daniel O'Malley. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for my work. Please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Dale D. Miller dalemiller2@msn.com 5422 NE 180th St. / Lake Forest Park / WA 98155 206.992.5549	Dale Miller

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Please don't be surprised that I'm from Germany. I visit BladeGallery on every business trip I take to Redmond to work with Microsoft. Yours, Andreas Baumgarten BladeGallery Inc Customer: Andreas Baumgarten Home address: 38518 Gifhorn, Germany Email: andreas@wolfpaw.de Phone: +49 151 651 42 333	Andreas Baumgarten
03/11/2022	Keep light rail on 14th or 15th. It will serve new developments east on market, and north -south commuters on 15th. Consider future extension possibilities north on 15th to Holman and beyond.	Leila El-Wakil
03/11/2022	The exclusion of SkyLink from the DEIS is unacceptable. We need to get real about transit in West Seattle.	Brenda SUE Luke
03/11/2022	Please consider moving the Ballard light rail station from the current options of 14th or 15th avenue NW to 20th or 22nd Ave NW. The recent analysis demonstrated that a tunneled or bridged canal crossings were similar in price. If so, let's send the tunnel to 20th avenue, in the heart of Ballard and service more riders, and better service the existing commercial districts.	John Wesner

03/11/2022	My family strongly opposes construction of elevated light rail within the west seattle junction corridor. This area is rich with residential and businesses units and any future development will result in further destruction. The elevated option will invite homelessness to our neighborhood. We cannot envision large concrete structure so close to this beautiful neighborhood. West seattle junction is comparable to Roosevelt and capital hill stations. Tunnels were chosen for those areas and i hope SDOT and city choose the tunnel option west Seattle. Some of the tunnel alternatives are now comparable or cheaper than elevated option. Light rail will impact west seattle for many decades and so the final selection should consider its long term impact. Please choose the tunnels. Do not turn junction into a giant elevated light rail terminal.	Sholeh Hakimelahi
03/12/2022	I believe that the 15th ave tunnel is the best option for the st3 portion of the plan in Interbay/Ballard. In the long term it will reduce noise and light pollution for residents and provides closer access to Ballard downtown. Moving the Interbay station off of 15th will keep this busy and noisy corridor from becoming a worse eyesore for the community.	corey lindgren
03/12/2022	I vote for the elevated 14th Ave route.. Keep it away from the auto arterial.. More room to development on 14th.	Gene Eberlein
03/12/2022	The preferred route should be going across the West Seattle bridge down Fauntleroy. Add a station at Fauntleroy ferry, downtown White Center, and end at SeaTac. We don't need 3 stations for the junction. This is wasteful and impractical. This option could encourage more foot traffic on the Fauntleroy ferry terminal and improve traffic for pedestrians.	David Oldham
03/12/2022	I strongly encourage you to reopen the Ballard station location options at 20th and 22nd ave, as the assumptions upon which they we prematurely eliminated appear to no longer be sufficiently valid. Sincerely Michael Gillenwater	Michael Gillenwater
03/12/2022	Please spend $200,000 for a technical engineering study of a West Seattle gondola, as an alternative to West Seattle light rail. Potentially save $2 billion. https://www.westseattleskylink.org/comparison.	James Little
03/12/2022	In Ballard, please reconsider the station location options to include "downtown Ballard", somewhere near the intersections of NW Market Street and 20th or 22nd Avenues NW. Anyplace east of 17th Ave NW makes no sense in terms of long-term ridership.	Matt Evans
03/12/2022	If the projected numbers and other factors (displacement and worker effects) are correct, the 14th Ave tunnel is most cost effective. Skirting the BNSF railyard makes a lot of sense. Going down 15th would include taking the bridge at Dravus and Emerson into consideration - which would have their own costs. Remember there are (today -as who knows how long the Magnolia Bridge will hold) only 3 roads in/out of Magnolia where there are 12,729 households.	martha tofferi

03/12/2022	I live along the Ballard Link alignment, so I will provide comments on the Ballard to Downtown section. In Ballard, I was disappointed to see no tunnel option to the heart of Ballard (20th Ave NW). Please consider revising the DEIS to include an option to the core Ballard Urban Village. In Interbay, it seems like 15th Ave W is a good candidate for a surface alignment considering the roadway width and the lack of E-W streets. Please consider adding a surface Interbay option, particularly if it would be cheaper. I am very concerned about the second tunnel through Downtown. The depth of the proposed stations may severely limit their utility. Please consider adding an option to run the Ballard line through the existing transit tunnel. The existing stations are much shallower and very well located. This would make the Ballard line significantly more useful and make it much easier to transfer to the other lines. Did the ridership projections in Chapter 6 include station depths? Looking at the ID station options, it is hard to believe that a station that is 100' deeper would not have lower ridership. Descending into such a deep station will add several minutes of travel time, which decreases the appeal of that option. I think the DEIS in general (and chapter 6 in particular) needs to expand on how these alternatives impact the actual users of the system. The summary tables and text focus extensively on impacts to everyone else expect the users of the system. The user perspective could be better incorporated by devoting more analysis to total rider travel times (including transfer and station access times) and transfer times. This could be accomplished by comparing travel times for significant trip types. For example, when evaluating DT-1 vs DT-2, you could evaluate travel times from the entrance of the SLU station to the exit of U District Station. When comparing the ID station options, you could evaluate travel times between the entrance to Downtown Bellevue Station and the exit at SeaTac station. These examples would help us better understand the consequences of such deep stations.	Robert Frankel
03/12/2022	I think the proposed light rail is a great idea	Jeremy Rolewicz
03/12/2022	Look into a more central location underground like 20th and nw Market in Ballard. It's a more central location and is closer to the population density and shops and tourist spots. I ask think that the SLU would be better on Mercer, like close to the underpass of 99 the station would be closer to the surface, less engineering challenges and more empty land for entrances.	David John
03/13/2022	Prefer the retained cut Prospect St Station tunnel traveling to the 14th Ave Tunnel Station in Ballard. I have been tuning into the Zoom sessions and based on freight impacts and also aesthetics of our community I think the tunnel is the way to go. I think the 14th Ave tunnel is better than the 15th ave tunnel for similar reasons and I think it offers better and safer access for pedestrians.	Steffanie Beauchamp
03/13/2022	Tunneling under 14th seems like the clearly preferable option as the least disruptive to the environment, existing homes, and existing businesses. I hope ST prioritizes these things as well as focusing on easy pedestrian connections to the station. Planning should be with longevity in mind even if means deviating from the original plan. The elevated bridge seems fraught with unnecessary complications.	Megan Gibbons
03/13/2022	Ballard train should go up 15th above ground. Lower cost & personal safety. Very scary for vulnerable populations to go underground where they're not visible.	Anne Ellis
03/13/2022	The Ballard station needs to be at 20th and Market. Let's put the station in the middle of the urban village. We have one shot to do this so let's do it right.	Andrew Mullenix
03/13/2022	I strongly support the tunnel alternatives (IBB-2a and IBB-2b) for the Salmon Bay crossing. As a transit rider and Ballard resident, my greatest concerns are reliability of the light rail service and minimizing noise and other proximity-related impacts of the line on the adjacent neighborhoods. Reliability is achieved by all of the alternatives except for the movable bridge (IBB-3), which would interrupt train trips and could hurt ridership. The tunnel mitigates the other impacts (noise, potential for train strikes, etc.). In a densely populated city that is becoming denser, the tunnel option seems to make the most sense if we want to maximize the line's effectiveness and minimize its impacts on surrounding land uses.	Joel Creswell

03/14/2022	The locations being considered for the Ballard station are terrible. Please consider an underground station at 20th and Market instead. Rather than putting a station on the other side of a horribly busy intersection, far away from the actual center of Ballard, please put it in the center of Ballard.	James Pasko
03/14/2022	The Chinatown/International District is one of the most historic places in Seattle. It has survived being moved from closer to downtown, and also the destruction that occurred for the building of I-5. Many businesses have been eliminated through the years because of these construction decisions that the city has made. What is left still survived everyday through this pandemic and brings many visitors internationally to Seattle. Sound Transit must now heed the recommendations of CID and Seattle residents on construction of the train line in the CID area. To not do so would be utter disrespect, and commit more violence to people who have already endured so much despite having brought the city so much of its culture.	Danthanh Trinh
03/14/2022	The West Seattle stations should be underground/use tunnel stations when in residential and community areas. A elevated light rail would significantly decrease value due to visual disturbances in a neighborhood that has already suffered significantly due to the closure of the West Seattle bridge. My comment is to prioritize underground stations - especially for the tunnel servicing the Alaska Junction (41st/42nd st stations).	Arielle Pagryzinski
03/14/2022	As the cost of the proposed 15th and 14th avenue stations increases, it's time to reconsider the 20th avenue tunnel again. That option best serves people who already live in Ballard, and will make trips to places that people actually want to go to in Ballard much, much easier. It will serve old town and all it's night life, cafes, and the farmers market much better. Instead of one McDonalds, Safeway, and a Firestone. You have to reconsider the 20th avenue tunnel. Thank you, Karl	Karl Groff
03/14/2022	I am in general, excited for the planned work to extend the link and increase transit and access around Seattle. However I am concerned specifically about how the construction will affect vulnerable communities. I would love to see a task force or at least some sortof plan addressing just that and showing that sound transit has worked with communities as much as possible. I am most concerned about the work that will take place in the CID, where many low-income seniors and vulnerable businesses are located - and have been really rattled and affected by the coronavirus pandemic. Thank you.	Allison Ong
03/14/2022	Hi there, I am strongly against any new stations to be built in the Chinatown-International District area. Many elderly folks currently reside and heavily depend on that area. The light rail will not be helping those folks but displacing them and proving that gentrification is real. Another reason is that there is a lot of history built within the Chinatown-International District. By building more, you will also be replacing and removing history. Instead, I recommend looking elsewhere rather than Chinatown-International District. There is already enough displacement and harm to the community as it is. We do not need more happening to this community.	Sara L
03/14/2022	I live in West Seattle and I strongly prefer the tunnel option to connect to the Junction, just like what has been provided for other urban areas of the city such as Roosevelt, University and Northgate. Next preference is the Skylink urban gondola which I was very disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much much sooner and with much less impact to the community than all but the tunnel option. Next preference is above ground rail and Last would be surface rail which would have a horrible impact on our community.	Mark Olsoe

03/14/2022	Please do not expand in the CID. It's a historic neighborhood and needs the space for housing and businesses. The lives of current residents should be prioritized over expanding transit.	Atlas Rain
03/14/2022	From the chart and documents, it is pretty clear that the 14th street tunnel is the best option for the Interbay/Ballard extension. I recommend that option to be built.	Ed Garrett
03/14/2022	I urge you to adjust construction plans to avoid the mass disruption that current plans would create in the Chinatown-International District. As an Asian young person working in the CID, the neighborhood has become so special to me and its history has brought me closer to my heritage. I would be heartbroken to see so many residents and long-time businesses displaced by this construction project.	Dionica Sy
03/14/2022	From the Interbay/Ballard extension chart shown on the webpage, it is clear that the 14th AVe tunnel option is less costly and displaces less residential sites than the other options. The key differences in 6.2.2.2.4 state that the tunnel options have no effect on the Tribal treaty-protected fishing rights or access, and that the tunnel options have no visual impacts to residences on the north side of Queen Anne hill. Table 6-8. Projected Ridership and Key Impact Differences – Interbay/Ballard Segment shows the tunnel options have much less traffic impact than the bridge options, less displacement and less noise, and no shoreline impacts. As the 14th Ave tunnel is the least costly and least disturbing estimate, I recommend the 14th Ave tunnel option be built.	Anne Rose
03/14/2022	There are many elevated sections in this plan. Overall I think from SODO onwards a tunnel to West Seattle is preferred. Or at least start the tunnel from the west duwamish area. I can't actually believe a massive elevated structure is being considered. On page ES-12 and ES-13 you show elevated sections. I think you should go with a tunnel option and none of the elevated options. This is a major eyesore and seems like we're building more overhead structures that will be a burden for future generations and something we'll regret. As shown with the 99 hwy tunnel, and other cities with underground transport options, the aesthetics for people living in these areas when locating transport routes below ground is SO much better. For West Seattle Junction segment - On Page ES-21 I would prefer the longer tunnel option, not the elevated section on ES-19. This would again be a massive eyesore for the area and just provides more opportunities for homeless camps to move in below the structure.	Tim Claxton
03/14/2022	As a West Seattle resident who works in Downtown Seattle, I am eagerly anticipating the completion of the West Seattle Extension. However, I am alarmed at the potential impact that the Preferred Elevated Alternatives for the West Seattle Junction Segment and the Delridge Segment would have on my neighborhood. Finding the money to pursue the tunnel options is my strong preference and it seems that the Draft EIS has pointed out the significantly reduced potential displacement of those options. West Seattleites are not going to be thrilled with the idea of enduring further long-term road closures and detours after the awful mess of the West Seattle Bridge closure. But it would be preferable to seeing our neighbors' homes and businesses demolished and the neighborhood divided by elevated guideways.	Erin Ward
03/14/2022	I take the Link on a daily basis and I think adding new stops to different areas (e.g. Ballard, Redmond) will be helpful to move people around. However, I am concerned about the impact that the Chinatown/International District expansion will have on the local community. There is already a station present in the neighborhood, and while I understand expansions may protect against overcrowded trains and provide better access, I do not think the effect on the community would be worth it. Moving forward, it would be important to consider how construction would affect the people who live and work in CID, including things such as noise pollution and limited street access. It is also important to note that CID is a center for a lot of Asian culture and that, if construction decreases the quality of living nearby, it strongly impacts elders and people of color. In addition, possible losses or decreased access to culturally important businesses and parks would be bad. Thank you.	Allie Bilson

03/14/2022	After living in West Seattle for several years, we can certainly see the benefit of a light rail. Public transit is sorely lacking, as are parking opportunities in the Junction. However, looking through the proposals, I can't help but feel that price was the major consideration, not keeping residents and businesses in their homes. So many of the proposed routes would eliminate housing, already in extremely short supply. Regardless of the compensation (which I doubt would be a true market value), there aren't enough homes for all of those displaced people to stay in West Seattle and benefit from this project if they choose. It sets a terrifying precedent in looking at what future transit development would mean. Further, if the point of a light rail is to transport more people a farther distance faster, the Avalon street station seems like a complete waste. It is so close to the others, what benefit could that possibly provide? At that point, a bus would be far more efficient and much less destructive. Hearing from so many around me, I know these concerns are widespread. I hope you'll spend more time finding ways to make transportation accessible without destroying the neighborhoods that make West Seattle such an amazing, warm, and welcoming community. More tunnels, more integration with existing bus infrastructure, and more considerations for traffic and pedestrian concerns.	Rebecca Nuffer
03/14/2022	Please consider rider experience; this will be a system that people in Seattle will be using for 100 years! Specifically, consider the effect of lengthy travel times from surface to platform! Please also consider lifespan of current 4th avenue viaduct before committing to a design! The 4th avenue viaduct is nearing end of lifespan and efforts to mitigate impacts to the community by building on 5th avenue do not make sense if 4th avenue must be replaced anyway. Additionally, a 4th avenue station potentially better creates a transit hub by reducing automobile lanes on 4th avenue, thus prioritizing pedestrians and using the space around Union station between Line-1 and sounder/Amtrak service.	Efrain Hudnell
03/14/2022	Chinatown International District is bound to so many businesses as it’s historic and monumental into the culture the city has. Disrupting the area for 5-11 years AND closing five to NINETEEN business might I add local businesses is only a harm to Seattle’s culture and its people. Don’t disrupt the China International District with these expansions!!	kiana Manzano
03/14/2022	I’m concerned about the Avalon station being dropped. Please keep it. This area is so key for dense/TOD housing in the next decade and the walkability/rollability between this location and the proposed Junction locations is daunting. Indirect routes with roadways 4-lanes or more to cross, and very few signaled crossings. Missing sidewalks and no bike infrastructure between Avalon and the Junction, and the Fauntleroy Way project is at least 10 years delayed as of now. The Delridge station access from the Avalon station isn’t even possible for most in a reasonable amount of time due to the topography. It’s a very challenging walk to make that connection. The housing opportunities at Avalon alone should be enough to keep it, but the existing urban design of getting to other stations from 35th and Avalon without cars will be a tipping point for ridership for people who have to make connections in that area. Think of all-ages, all-abilities for accessing light rail!	Krystal Miller
03/14/2022	I’m really concerned that the CID expansion will negatively impact businesses that are crucial to the fabric of the neighborhood. We need to center equity and not displace more of our neighbors.	Shana McCann
03/15/2022	The stations seem particularly deep. How will we make sure that it's easy for users to get to them. Escalators are currently often out of order. The depth will increase cost and complexity.	Aaron Lichtner
03/15/2022	Please reopen study of a Ballard station at 20th to serve the Ballard core appropriately. If not, we would be missing a big opportunity to serve an existing, highly transit oriented, neighborhood center.	Daniel Rowe

03/15/2022	The proposed plan in CID would be devastating to the community and commuting as well. Though the plan might create an infrastructure just for trains, CID in itself is already stifled for parking. This train station and construction would only hinder this more. Also the current function bus terminal seems to be working fine. What is the current need for this? I would see and monetary investment into this area should go to redeveloping the building and updating them rather than demolishing and planting another train station	Aaron Lim
03/15/2022	I hold great concern for chapter four, Table 4.3.1-2. Number of Potential Parcels Affected and Displacements by Alternative – Chinatown-International District Segment Alternative Parcels Affected Displacements Chinatown is a historic district, serving a community that cannot afford to be displaced to the effect of 18 or more businesses. These businesses are the thriving heart of the community, and displacement without care to financially support these BIPOC who are displaced in their transition will only further marginalization and racist public architecture. Please, CID 1B is the only plausible option for this neighborhood.	Mei'lani Eyre
03/15/2022	Chinatown International District is a beautiful and historic area filled with essential restaurants and businesses that represents the rich culture and diversity of Seattle. It would be a shame to displace these businesses that so many people love. You cannot replace the history of the ID after tearing it down. We're begging you to keep Seattle's history intact and not erase the hard work and dedication Asian Americans have poured into this city. Please find another solution.	Keilah Vicari
03/15/2022	I would like information to be extremely clear, once analysis has been done, what the city of Seattle will do to help relocate and provide assistance to the business's that will be effected by this new construction. CID has proportionately more poc and there are cultural differences in living that I hope is taken into account.	Josie Dodd
03/15/2022	As a resident of West Seattle, I fully support the extension. With the bridge situation especially what it is, a light rail option would be more than welcome!	Jamie Brewer
03/15/2022	Ballard - why are we building light rail to Ballard if none of the options you're presenting go TO Ballard? Getting dropped off a mile from Ballard is a real waste of our time here. Pull that train up to the neighborhood so people will use it. I'm fine paying high taxes for the system we voted for which includes a train to Ballard, now make it go to Ballard instead of a parking crater next to roaring roads.	James Cooper
03/15/2022	No to 5th Avenue, yes to the 4th Avenue. Please do not disrupt CID. Moving it a block down for construction will preserve our community. Tapping into 5th Avenue removes one of the main bloodlines of the community, and would eventually add even more stress to the CID (on top of growing Anti-Asian sentiment, decresed parking and increasing rent). We are talking about 5+ years of construction. That is 5+ years of our culture being directly disrupted if the construction/zone is on 5th Ave. When you are part of the community, you know and understand how important every block is. We are not against change, we just do not want a repeat of history; we do not want to be displaced any further if there are other alternatives that can be done. No to 5th, yes to 4th.	Han Eckelberg
03/15/2022	Everyone should be able to choose where they live, regardless of race or income. Seattle city policies have historically favored the voice of the wealthy over protecting communities of color. This HAS to end. The focus of expanding public transit must be on preserving the livelihood of Asian immigrants and people of color in the Chinatown - International District, and not risk further displacement. "Stop Asian Hate" looks like protecting Asian communities, not profits.	Sidney Williams
03/15/2022	As a Ballard resident, I don't believe that a station at 15th and Market or 14th and Market is the best choice. As the costs have changed so radically, please consider a station at 20th and Market, or 22nd Ave. These stations would have improved ridership and accessibility. While farther from my house, they're the better choices for the community at large.	Jonathan Lasser
03/15/2022	We demand that Sound Transit help relocate any displaced businesses and take steps to minimize the environmental impacts on CID residents and workers. CID, its residents, culture, history, and businesses are not disposable. Treat it with the respect it deserves.	Linda Vong

03/15/2022	Hello, I recently read through the WSB Link Draft EIS and have provided my feedback and concerns below, starting from West Seattle and going north along the proposed route: WEST SEATTLE: Avalon Station should be cut from the project entirely, or at least pushed to a future date and the current project be built with the future station location in mind. An estimated 7,600 daily riders seems very optimistic for a station adjacent to a golf course, especially when looking at the $1.7 billion cost. This is very excessive for one of two stations in a single segment. The focus should be put on Alaska Junction Station, planned for an area already dense and thriving enough to warrant a station. Plus, Avalon Station is about 4-6 blocks away from the Alaska Junction Station. This doesn't make sense from a walkshed perspective, especially for the price. I don't have a preferred alternative here to the inclusion other than keeping the stations close to the surface. See my following Delridge comment. DELRIDGE: We must choose the 60-foot stations. The deeper or higher we build our stations, the less likely people are to use it. We must think of it from a rider experience perspective: transit should be as easy and convenient as possible. Taking elevators or escalators to reach far away platforms worsens the overall experience. We should focus on accessibility and ease of use over cost here in my opinion. Thus, DEL-2A is the best option. This keeps the station accessible. DUWAMISH: Unfortunately, the West Seattle Bridge will be repaired rather than rebuilt, so the option of a multi-mode bridge is out. It seems we are on the hook for our own rail bridge. My concern here is cost; this is a very expensive segment to connect a lower-density region to the city. There also no stations in this segment, which is a further lack in investment. I understand there isn't much we can do other than a bridge, but I'm having troubling convincing myself the West Seattle rail bridge is needed before Ballard Link. Is there consideration for bus rapid transit instead of jumping straight to rail in West Seattle? If we must build rail, I honestly believe DUW-2 is the best option, followed closely by DUW-1A. If we're going to build a bridge, let's eat a slightly higher cost and do it right. SODO: I think SODO-1A is the alternative that brings the best service to all riders. It avoids two at-grade conflicts at both Lander and Holgate, something that continues to plague the MLK Jr. segment. Rail should not be allowed at grade-level ever, so this is an improvement. I'm unsure of the USPS facility surface parking impacts, but this option seems to minimize overall impact and balance cost. CHINATOWN – ID: Again, we must choose either CID-1A or CID-2A. These deep stations are extremely excessive and easily begin eating into the daily convenience and usefulness of the system, especially if a trip includes transfers. Some of these stations are 180 feet deep. Getting to and from the platform could take 5-8 minutes, which is the headway of frequent commuter buses. At that point people would just rather stay on the surface to catch a bus than deal with getting to and from a deep station. CID-2A is the best choice because it keeps the station within a reasonable access distance for a better cost. CID-1A is a close second for the less displaced businesses but a much higher cost. DOWNTOWN: DT-1 is the clear choice here. Fewer economic impacts, better costs, fewer impact intersections, and a new pedestrian plaza on 9th Avenue in the heart of our city. We certainly should not be concerned about "increases in pedestrian and bicycle activity around the stations" increasing intersection delays. This is a symptom of a healthy, functioning, safe city, something which we are striving for. However, is there consideration to cutting the South Lake Union Station? The location is poor being right next to SR 99 in both alternatives: by the ventilation shafts of the road itself. Not great for people using transit. Also, the Denny Station is closer to South Lake Union, so even moving the SLU makes it more redundant. I think this downtown segment shows the most promise. Very exciting, but again, I urge Sound Transit to reconsider the station depths. The further we push these platforms underground, the less convenient and accessible we make the system. Yes, I understand shallow tunneling or cut-and-cover is much more painful, but when has anything great ever come easy? We can take the cheap and easy way out, but the system will suffer long-term and never reach its full potential. This can be seen in the MLK Jr. at-grade segments, an area which is going to become the capacity and safety chokehold on the regional system. We're spending a lot of money to do this new downtown tunnel, so let's be sure to optimize the efficiency, ease of use, and user experience. Let's do it right, not quick and easy. SOUTH INTERBAY: I really recommend SIB-2 alternative, but has there been consideration to delay or cut the Galer Station? This is not a residential and high-density commercial area; it's mostly big box stores and auto shops. I'm	Shane Dombrowski

	hesitant to “spur” growth by simply building a station, so I’m unsure why this station is being built in a “walkshed desert”. Small improvements to the RapidRide D Line could have great impacts here for less cost. This alternative also has lower residential and park impacts than the current Sound Transit alternative. Finally, SIB-2 is the preferred alternative because it aligns with the 15th Ave W transportation corridor. This keeps the door open for additional stations along 15th Ave W, a corridor with more existing development and the potential for more in-fill than the BNSF railyard and Interbay Golf Course. This also aligns much better with the preferred alternative for stations along 15th Ave W in Interbay and Ballard. See below. INTERBAY: Locating the Interbay Station at Thorndycke Ave W and 17th Ave W would be a colossal mistake. This area is even more pedestrian hostile and lacking in residential/walkable development that the Galer Station. Thus, we must build the Interbay Station along 15th Ave W. This is the major development and transportation artery of Interbay; most of the residential and commercial business is along 15th Ave W, not to mention the major transit stops as well. Putting the station on Thorndyke does not prioritize transit users in the slightest. Walkability improvements along Dravus into Magnolia and Queen Anne would help encourage the walkshed, something that would not be helped by tucking the Interbay Station into a corner of Thorndyke. For Ballard, we should not be building a station any further east than 15th Ave W. Thus, let’s elevate it. Ideally we’d locate the Ballard Station somewhere between 15th and 20th to align with existing dense and walkable neighborhoods and businesses. The RapidRide D Line is already frustrating enough along 15th Ave when trying to access Ballard, so putting the Link station further east would just disicnestize more folks from using it to access Ballard. 14th Ave W is mostly big box stores, parking lots, and warehouses. It certainly does not warrant heavy rail investment at this time. Let’s keep the station on 15th Ave W, preferably further east. No preferred alternative here; there needs to be an option with a station on 15th Ave W in Interbay and Ballard, elevated or tunneled. That does not exist at the moment and I urge Sound Transit to consider such an alternative from the perspective of existing development, rider experience, and ease of access. Overall, I appreciate the effort and time Sound Transit has taken to assemble this document. It has provided valuable insight into a project I am very excited for. If there are any questions regarding my comments, please reach out! -Shane	
03/15/2022	(1) A Ballard ship canal tunnel would be highly preferred since it would lead to faster service and since it would look nicer. (2) A Queen Anne tunnel & station should be explored. Though likely much cheaper, all current route variants go down through the sparsely populated Interbay Area. (3) Do it sooner than the intended 2037/39 target!	David Wetzel
03/15/2022	With the expansion plan for the CID link station, I am afraid that this would displace many businesses and negatively affect the workers/people within the neighborhood. I hope that whatever happens, SoundTransit acts with the best in mind for the people who call CID "home," relocating businesses and mitigating any environmental impacts to the area. If this plan were to go through, how does SoundTransit plan to avoid causing harm to the community in CID?	Jillian Reyes
03/16/2022	please save or help save blade galleys building	Bradley Worthington
03/16/2022	There are people clearly standing up against the CID project plan. Because it will impact and cause destruction to the core of the CID neighborhood, it’s historical center, and surrounding small businesses. The people of the neighborhood should have every say in how these updates are made. As the plan stands it does not minimize that impact and much should be done to rectify those issues	Erica Hauter
03/16/2022	I live in West Seattle and supportive of light rail but I don’t want to displace AAPI businesses in Chinatown so I hope that you can find a solution that reduces their burden. Losing 19 businesses in that area especially is unacceptable.	Amanda Suzuki

03/16/2022	Sound Transit should be transparent about which CID businesses will be displaced by the construction. Also, retaining community is important than cutting the superficial costs. It always takes time to build but only takes moments to destroy. CID is a neighbourhood that is very vulnerable to gentrification. About half of their population are seniors and cannot speak much English. Getting displaced and priced out will mean disastrous to them. Please also fix your puddle problems on the SW corner of the University District platform. Sincerely, Kwan	Kwan Wah Lui
03/16/2022	I would like to urge Sound Transit to seek out and heed the concerns of the International District residents and business people. This part of town has serve the rest of us as a destination, source of information and inspiration, and a vibrant community sharing it's cultures with all of Seattle. Do not make any decisions that will negatively impact this community. Ask the community for input and then listen to it. You are operating with our tax dollars and with the dollars of people who live in the International Community. Please do what's right. Thank you.	Mallory Clarke
03/16/2022	The expansion plans of the CID Link station is not only disruptive, but actively contribute to the displacement of Asian and non-White peoples. On top of this, losing/displacing 5+ businesses is unacceptable, especially since businesses like Oasis, Joe Bar, Seattle Best Tea are modern cultural hubs in the International District.	Gaebriel Min
03/16/2022	ST, please listen to the CID community re: the multi-decade, $53 billion expansion of our regional public transit system. For years, CID community activists have pushed back against ST's preferred plans for the CID expansion, stating that your plans would drive out community businesses, detour up to 30,000 vehicles per day through the CID's residential streets, and ruin life for the residents of the area with as much as ten years of highly disruptive construction. Community members have urged you/ST "to choose the least-impactful option to develop its new transit hub," but your refusal to publicly commit to any particular plan at this time is worrisome. Please listen closely to the CID community and choose work together respectfully with the CID community towards an outcome that is least impactful. After the many challenges our Asian community has had to live through over the decades, it's time for listening and partnership.	Christy Bear
03/16/2022	Better, more accessible transit SHOULD NOT come at the expense of people's health and livelihoods in the CID. The fact that all 5 current expansion plans would displace multiple businesses with no relocation assistance is unacceptable. The CID could lose 5-19 businesses in the historic core. This is unacceptable. And 5 to 11 years of construction—next to housing and landmarks like the Chinatown Gate and Hing Hay Park—would be hugely disruptive. It would also reroute public transit and detour up to 30,000 vehicles per day through the CID's residential and pedestrian-oriented streets.	Kasey Iranon
03/16/2022	I'm concerned about the impacts to the historic Chinatown International district. I haven't seen any mention of research into the racial equity effects of this project on the people who live, work, play, and eat there. The overview is very vague about any negative effects or considerations that the sound transit board made, and how community members will be affected by these plans. How were community members a part of the process? There are serious implications in connecting heavily-white neighborhoods to the city by tearing up the neighborhood where Asians and Asian Americans were forced to live.	josh martinez

03/16/2022	I think the current direction that we are going with having deep underground stations throughout the downtown segment are not ideal. We should be designing a system that will work best for people decades into the future, not for the decade that it is being built in. Using a cut and cover design with economic hardship payments to businesses that are impacted during these construction windows should be the method advanced. This will provide the best end user experience that will be felt for those decades to come. I understand there is much political discourse around the construction impacts of the past. Closing a block or two at a time to do cut/cover construction should allow business that need to be closed remain closed for a brief period of time while receiving payments. For the decades after construction, the reduced time to ingress/egress the stations should provide those businesses a higher opportunity to capture potential customers. In the end, the design should be suited to the best experience for the transit user, not necessarily the best political outcome.	Ryan McCabe
03/16/2022	Hello Sound Transit Team, I am writing to speak against the 5 expansion plans for the Chinatown-International District (CID) Link light rail station as it would displace, disrupt, and demolish the center of the CID neighborhood. The construction would cause for the loss of 5-19 businesses in the historic core and 5-11 years of construction would severely, negatively impact the surrounding businesses and residents as well. If this project is to continue, I demand that Sound Transit work to relocate any displaced businesses and take steps to minimize the environmental impacts on CID residents, workers, and businesses. I demand that your team do what is right. Best, A Concerned Asian-American Seattle Resident, Jacky Nakamura	Jacky Nakamura
03/16/2022	The Draft EIS pertaining to the West Seattle portion of the extension (which is closest to where I live) appears to have a number of negative impacts on the West Seattle community and the environment - a reduction in housing units, huge cost to build, major fossil fuel use to build, lengthy construction period impacting those living near the light rail line. I would much prefer strong consideration be given to the alternative West Seattle SkyLink project, which would be much less of an impact in all these areas I mentioned, as well as cost much less, and be much more climate friendly.	Colleen Hinton
03/16/2022	With narrowing cost differences between elevated and tunneled alternatives, I highly encourage the Sound Transit Board of Directors to consider tunneled alternatives that directly serve the core of Ballard on 20th or 22nd avenue. Sound Transit has already identified the area around 20th avenue as having greater potential for transit-oriented development and equitable development than the area surrounding 15th avenue, which is heavily bordered by industrial zoning. A station on 20th or 22nd avenue will make the walkable business core of Ballard more accessible to riders with mobility challenges than a station on 14th or 15th.	Tariku Allen
03/16/2022	Please do not repeat the mistakes of the Alaska viaduct. Keep as much of the tunnel underground as economically viable. The issue of noise pollution has been on the rise over the last few decades and the danger to the public greatly increases with aboveground rail. You can best serve my community with greater distance traveled between stops and a focus on going through the center of mean population density. Please consider the teal line a high priority for this section of light rail expansion. Thank you	Christopher Cartmill

03/16/2022	Very concerned that it will require elevators to get to the platform, which is inconvenient for transfers and general access. Highly recommend exploring another approach where stairs / escalators are a viable option.	John Line
03/17/2022	I am writing to protest the proposed Chinatown International District expansion. I think there are better routes that do not disrupt a historic cultural core that is essential to the Chinese community. This would disrupt and impact at least 20 businesses which is unacceptable. Especially the 5th Ave option that is the most interruptive. What are the other alternatives, and what is the community saying, and what will be done to help displaced businesses and entities? None of these are communicated across these proposals which is so stressful and anxiety-inducing for the community and those who are potentially impacted.	Alyssa Chow
03/17/2022	As a Pioneer Square local, I wish this wasn't happening at all. However, since it appears inevitable, the businesses being impacted should absolutely have relocation costs & additional funds to cover any rent increases. These independent businesses make our city what it is & they should not suffer because of increased traffic.	Lynae Cook
03/16/2022	Appendix G Environmental Justice 2. 1. Your conclusion about noise, air pollution vibrations having no impacts needs to consider demolition detritus and dump trucks carrying away dirt from the tunnel. Dust from concrete deliveries? 2. Need to add in how many dump trucks per day, supply vehicles per day coming and going? And which streets? How will the dirt in the trucks affect air quality which is already very low in the CID due to being encircled by I-5, I-90, Rainier, Dearborn, Jackson and 12th. 3. Blocked streets, detours will slow emergency vehicle response to access and exit for the 1200 elderly to get to ERs. Every second counts when coming for and taking elderly for life saving care. Almost once a day an emergency vehicle goes into the CID, according to Seniors in Action. 4. The 1200 elderly have relatives coming to visit and have a meal in the CID. Must provide parking or else they take their elders out of the district to spend money outside the CID. Eliminating parking exacerbates this problem and depresses the CID economy. 5. Get working on correcting the backwards name of the current tunnel to match City Ordinance 119297	Betty Lau
03/17/2022	The following is support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option.	Kimberly Gonzales
03/17/2022	According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option.	Kimberly Gonzales

03/17/2022	According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities.	Kimberly Gonzales
03/17/2022	I'm very happy to see the WSBLE moving forward. This will be extremely impactful to my daily travel. I live in downtown and work in downtown and don't own a car - I rely entirely on transit to get around. Thank you for building this extension! I'm primarily worried about station access and about how deep some of them will be. In particular, I'm concerned about some of the alternatives of Midtown Station being elevator-only access. As someone who uses the tunnel stations on the 1-line all the time, I see a notable difference in rider experience for shallow station (like International District Station) vs. deeper stations (like University of Washington or Beacon Hill). Given that tens of thousands of people will be using these stations daily for many decades, I'm concerned about the time and difficulty for people to access the platform in many of these stations (particularly for the downtown stations, which I expect will be very busy). I'm very happy to see the whole line be grade separated. I've been stuck at a stoplight in the Rainier Valley on the link, so I think avoiding this problem in this alignment is a great idea. I'm also very excited for Westlake Station and International District Station to become major transfer points. In my experience on other stations, having extremely easy to navigate and accessible transfer stations that provide access to many lines on the system is a huge benefit for riders. I hope rider transfer between lines is prioritized to be as smooth as possible and am very excited to see these transfer stations being built! I'd also like to have this extension built as quickly as possible to ensure people can use it to get around our growing city promptly. However, I also appreciate this is a very complicated project and that these things take time. Overall, please consider making the stations less deep to ensure that rider access to the platform is as fast and convenient as possible. I'm very excited and optimistic about this extension though and am looking forward to it being built - thank you for all of your hard work!	Simon Duchastel
03/17/2022	For CID: As someone who lives and works in the CID, I strongly prefer the diagonal configuration for Alternative 2a (shallow 5th ave). This station is going to be a PERMANENT fixture of the community going forward, and hopefully will be used by residents for many decades to come. I believe the long term must be prioritized over the cost of any short-term disturbances. I understand this option will majorly mess up the CID for a few years -- I live a couple blocks away from the current station, so I understand and will have to deal with these disruptions -- but I firmly believe that it will be worth it to have a station that's easy to access, easy to use, and more seamlessly connected to the existing station. I typed this up really quickly outside, reach out to me if you need/want to!	Reid Litkauo

03/17/2022	As an avid ST rider, I want to make sure that the right decisions are made when planning a route for the Ballard extension. A few of the most important aspects of a good rail route include: Route efficiency (how quickly and latent trains move from point A to point B). Desire to live around elevated rail and and the possible disruptive nature above ground construction would cause to the region. Schedule accuracy. Riders don't want to take public transit options that are unreliable. To make this clear, I'm not opposed to an elevated rail option, but the cost difference between below and above ground is relatively small and below ground rail wouldn't disrupt the already established community or businesses. Below ground rail also leaves additional space above ground new businesses and a generally more friendly environment for cyclists and pedestrians who would not need to cross rail tracks. Historically, above ground railways have physically divided communities because people see large roads or rails as dividing lines–not wanting to cross them unless necessary. Lastly, if an elevated option is selected I would want to ensure that it is not a draw bridge. Draw bridges produce unreliable traffic conditions that would be disruptive to daily Ballard commuters. For example, the Fremont bridge is the most active draw bridge in the U.S. at an average of 34 open-close cycles per day.	Taylor Lanclos
03/17/2022	A station on the east side of Fifth Avenue CID area, would be great for community development. Try not to displace too many local businesses and maintain the community feel and look of the I.D.	carl silverberg
03/17/2022	Please stop the expansion through the CID. You will be displacing and disrupting a community where immigrants live and work. Potentially 19 businesses will need to close which is unthinkable. Please think about the people and the community that will be damaged beyond repair by this project.	Aaron Mew
03/17/2022	I think Sound Transit should look for alternatives to the deep bore tunnel through downtown. If it takes someone 3 to 5 minutes to take an endless series of escalators to the platform, it becomes too inefficient to be a viable alternative to driving. Furthermore, Sound Transit isn't able to maintain the escalators it already has in existing stations due to contractor issues. The greater the number of escalators, the more likely it is there will be an escalator failure. If one of the elevators goes out of service, the station will become unusable.	Christopher Fast
03/08/2022	Your table of impacted historic district properties only lists 2 for 5th Avenue: Bank of America building and the L. Family building with retail stores. Please add in the 3rd property that will be impacted to the Table and narrative.	Betty Lau
03/17/2022	Please listen to the needs of community members who need access to important cultural institutions. Please minimize construction and consider alternatives that will allow access to the streets while under construction.	Rachel Doyle

03/17/2022	I've lived in Seattle for a little over a decade now, and have seen so much amazing change and SO MANY wonderful improvements to the city's infrastructure since moving here. I've also seen rapid displacement and generally very little in the way of support for those displaced. As an artist I see resources for the arts disappear, and this concerns me greatly as future generations won't have the same support myself and my network took advantage of. This displacement has also spread to local businesses that I've grown to love, currently those in the CID, prompting me to write to you all. It seems to me as if decisions like the one to expand Sound Transit in Seattle's historic International District are made to support e-commerce and the growing tech industry while leaving many without support as they are forced to relocate. These small, often family owned businesses are, to my knowledge, being forced to relocate when the surrounding area is being rapidly over-developed. This surely means these businesses will all close as the price of rent in the aforementioned developments is quite unreasonable for most, let alone someone who has remained in an affordable area because of its affordability. These closures would not only mark the end of an era but they additionally mark the end of a primary source of income for a lot of families, and it really doesn't have to be that way. Please provide relocation services for these businesses, it's obviously too late and fruitless to ask for plans of expansion in the area to cease. As hard as it might be, try to imagine yourself in the shoes of someone that has put their whole life and/or life savings into a business just to be told to "adapt or perish". Thank you for your time, and have a wonderful week/day!	Daren Means
03/17/2022	The city of Seattle and its metropolitan area seem to develop vertically, spanning from south (Porland) to north (US-Canada border). That mapping effectively undermines the public transit needs of east-west regions, such as Redmond and Olympia. Given that a number of technology-led firms settle in the eastern part of Seattle, it's worth extending the reach of public system over there. The company can even partner with private firms and engage them in fulfilling corporate responsibility, while allowing employees to travel easily.	James Zhao
03/17/2022	I think any of the Elevated 41st/42nd, Tunnel 41st, and Tunnel 42nd are reasonable options; however, the other preferred alternative of Elevated Fauntleroy is, I think, disastrous for accessibility of the station to the West Seattle Junction, especially since California is the only place where we can currently build density and therefore is where all of the density is. We need to make certain that as many people as possible can access the station. However, I think given the history that Sound Transit has with vertical conveyance, I think that the tunnel stations would be a terrible mistake. Unless ST can start guaranteeing that their vertical conveyance is always working, going down 7 flights of stairs is disastrous. Additionally, going down 7 flights of escalators would also be... not great. I hope that the elevated 41st/42nd station becomes the alternative we take.	Nicole Mazzuca

03/17/2022	The Andover Street location of the Delridge station should be built because it has the fewest residential displacements, no park impacts, and is cost favorable. My husband and I live on Southwest Adams Street in the Youngstown neighborhood near the proposed Delridge station. The Andover Street location is the only one that will not decimate our neighborhood community. The Draft EIS determined (reference page ES-18) that this location has the fewest residential displacements. Our Youngstown neighborhood continues to advocate for this alternative as we engage in the planning phases. The purpose of the WSBLE Project includes the following: "Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor" and "Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices" (reference page 1-4 of the Draft EIS). The Andover Street station location aligns most closely with this purpose because it has the fewest residential displacements and environmental impacts in the communities it is designed to serve. We agree that the other station locations at Dakota Street and Delridge Way would have the "greatest impact on neighborhood character due to the extent of displacements, the isolation of residences that would remain" and "these alternatives would impact the most area with sensitive viewers due to their height and location in the neighborhood" (reference page ES-18). The Youngstown neighborhood is currently a very quiet park-like area with beautiful old growth coniferous trees. The tallest tree top near my house, right across from the proposed Dakota Street station location is 60 feet tall, way up in the sky, and often with a brave large bird at its top. It is terrifying and heartbreaking to look toward the proposed Dakota Street station imagining so many of my neighbors gone and replaced with the station towering right above me, at least to almost double the height of that tallest old growth tree (60-110 feet [reference Draft EIS page ES-13 to ES-16]). As the Draft EIS did not include visualizations illustrating my perspective, I created one showing how even the "lower height" 60' Dakota Street station location would decimate our Youngstown neighborhood (see attached Figure 1). Please don't uproot all these Youngstown families from the neighborhood community you intend to serve when there is a station location at Andover with significantly fewer residential displacements. Transit Oriented Development (TOD) must minimize impacts to existing communities in order to integrate with rather than replace the community it serves. According to Sound Transit's Resolution No. R2018-10 (reference 2.4.1.c), Sound Transit identifies and pursues strategies that minimize displacement of individuals from properties impacted by Sound Transit. Please maintain Sound Transit's commitment to this approach by selecting the Andover Street station to preserve our Youngstown community. The tree canopy extends well above Longfellow Creek Park, including many old trees that are home to a huge variety of bird species. We always see herons, eagles, and waterbirds flying above the tree canopy between the West Seattle Golf Course and Longfellow Creek Park. This wetland includes part of the West Seattle Golf Course and Longfellow Creek Park (identified in the Draft EIS Ecosystems Technical Report Figure 3-1 as "Wetland WSE2 and WSE3") and is currently a wide open quiet area free from obstructions. Putting light rail line between the Golf Course and Longfellow Creek Park cuts right through the middle and would risk ruining this precious habitat (50-150 feet according to Draft EIS page ES-13 to ES-15). The Draft EIS Ecosystems Technical report describes the value of these WSE2 and WSE3 wetlands as, "Category II due to their higher levels of water quality functions, flood storage, and wildlife habitat. These wetlands flank the fish-bearing Longfellow Creek, to the north and south of Southwest Genesee Street. Beaver activity is evident in both wetlands WSE2 and WSE3; shrub and tree layers could provide shelter for other wetland-associated mammals and birds; and areas with seasonal inundation could provide amphibian habitat. Physical and biological restoration efforts have occurred in the creek, starting in the 1990s, and included native tree and shrub plantings around wetland WSE3 and along the forested portions of the creek." This alignment putting light rail line between the Golf Course and Longfellow Creek Park would newly surround Longfellow Creek Park with noise and create tall obstructions squarely in the flight path for birds. Instead putting the light rail line close to the West Seattle Bridge and the Nucor Plant at the Andover station location would be an ideal location since it is an already noisy area with tall structural obstructions. I created a visualization of the auditory impact based on my years of experience living adjacent to Longfellow Creek Park in the Youngstown neighborhood (see attached Figure 2). According to the Draft EIS ridership estimates, the Delridge station will service more vehicular traffic, compared to the Junction and Avalon stations. This creates unfair impacts on our Youngstown neighborhood with decreased air quality and traffic noise if the station replaces the middle of our quiet Youngstown neighborhood (Dakota Street location). The station should be placed nearest to the West Seattle Bridge and Nucor at the Andover Street Station to avoid disproportionate impacts to our	Barbara Arenz

	neighborhood. Please select the Andover Street station location. It is hurtful to think that our neighborhood may be disproportionately impacted by Light Rail if one of the other locations are selected. We are a quiet hardworking community. I beg you, please hear me. My neighbors matter. The community of Youngstown matters. The Andover Street station location is the only one that preserves our Youngstown neighborhood. The Andover Street station location has the fewest residential displacements of any of the station options at Delridge. The Andover Street station also has no park effects and one of the most cost favorable locations. The fair and equitable decision is selection of the Andover Street location. Please note Figure 1 and Figure 2 referenced above were emailed to WSBLEDEIScomments@soundtransit.org.	
03/18/2022	Hello, I just got back from two months in Thailand and I enjoyed how easy it was for me to get around Bangkok by using their Skytrain-elevated train, Metro--underground, frequent trains, boats, and buses to distant cities and towns. No need for a car there. I applaud the current efforts to catch up to what we had before the advent of car ownership, but we are woefully behind this third-world country, Thailand, and the city, Bangkok, that I just visited. With the spike in gas, public transportation is in greater need to accelerate the construction of mass transit like these plans. For public transit to work for more people, the train and bus schedules during daytime hours should have us travelers' wait times no longer than 7-10 minutes and the price should be about $1 per ride up to $1.50 with discounts for monthly or yearly passes. Thanks for the opportunity to comment. Richard Hunt	Richard Hunt

03/18/2022	This is regarding the Interbay portion. I recommend that the IBB-2a or IBB-2b over all of the other segment alternatives. This is due to the minimal disruption of the waterway during and after construction. I also recommend the tunnel alternatives because of the improved overall transit time to downtown due to less disruptions due to maritime traffic. The tunnels disrupt less historic and residential properties, construction impacts on congested streets and displace less people. Of the two tunnel alternatives, IBB-2a is slightly preferred.	Teresa Osborn
03/18/2022	Hi there - are we (truly!) not even examining a station in the center of Ballard? 15th would be better than 14th, but even at 15th the environment for people walking is terrible, between the parking lots, fire station (with enormous driveway), and the fact that 15th itself is 7 lanes wide and regularly driven at 40+ mph. Plus, it's a long way from the fun/accessible part of Ballard at Ballard and Market. Hopefully we can take another look at having a station in central Ballard.	Adam Lee
03/18/2022	Pls choose the 4th Ave option for sound transit in the Chinatown International District, because the 5th ave option is going to hurt the historical Chinatown area, business and people living there. As Asian Americans, we don't want to be pushed aside again.	bu huang
03/18/2022	I am commenting in favor of the 4th Avenue Shallow Alternative (CID-1a) for the Chinatown-International District segment (ES.3.1.2.2). This station serves the regional passenger rail hub for the Pacific Northwest, and it is important that this station facilitates seamless transfers between Amtrak, Sounder, bus, and streetcar routes on 4th avenue and Jackson street. This station will facilitate millions of inter-modal transfers in its lifetime and Sound Transit needs to prioritize making transfers as easy as possible. While this alternative includes an underground connection from the south platform of the existing CID station, I highly encourage Sound Transit to fully explore underground connections to King Street Station and Sounder platforms as well.	Tariku Allen

03/19/2022	I am a Seattle resident who commuted to work via bus before the pandemic. In general, in Seattle we want two things long term: (1) a system that is faster than driving (2) a system that will be finished in our lifetimes. INTERBAY/BALLARD: It good to ride elevated light rail in the sunlight, less nice in tunnels. Transit riders want to enjoy our commute. If above ground is lower cost, this is an obvious choice. Tunnels are only good when necessary. Underground, you have no sense of place, making it harder for newcomers or visitors. Therefore, in Ballard, I strongly support the preferred elevated solution IBB-1a (IBB-1b also). Definitely not the moveable bridge (in 50 years our descendants will want the capacity.) SOUTH LAKE UNION: DT-1 offers the best pedestrian access to South Lake Union being on the east side of SR-99. MIDTOWN: DT-1. The alternative is next to the freeway which is a terrible place for transit. CHINATOWN-INTERNATIONAL DISTRICT: Deep stations are bad for transit. These transfer minutes are precious and add up over a lifetime. Shallow 5th (CID-2a) and shallow 4th (CID-1a) are the best options. This is a long term gain for residents of north west Seattle and west Seattle. Elevator-only access is only a good idea in infrequently accessed stations. SODO Segment: This is a station where people will transfer. Transfer times are critical for riders of transit systems. Cross platform transfers are the easiest. At-Grade South Station Option SODO-1b is best followed by SODO-1a. WEST SEATTLE: The most cost effective solution that is politically feasible.	George Fisher
03/19/2022	As a homeowner very near to the ID, please don't displace this area. 4th ave or 5th Avenue make so much more sense. This would have a huge impact on the International District.	Heather DEROSIER
03/19/2022	I have reviewed the lite rail and Skykink proposals. In my opinion the Skylink proposal is a more cost effective and less neighborhood invasive plan.	HOLLIS BEEBE
03/19/2022	All of the proposed elevated guideway sections in West Seattle need noise walls due to the residential density. Also, resilient track may be needed to dampen vibrations.	Pamela Hamilton
03/20/2022	Please consider tunnel options closer to the Alaska Junction. They will have less of a visual impact, be closer to stores and restaurants and provide ample space for TOD. The light rail station on Capitol Hill is a great example of this.	Kyle Phelps
03/20/2022	Regarding the West Seattle - Downtown - Ballard corridor for Link Light Rail: I propose that monorail would be a better option than light rail, because it would cost much less, be less disruptive, could be built in less time, and could open years sooner. There are other advantages as well. For a much more detailed explanation, please go to my website at https://www.seattlemonorail.org/west_corridor.html Bob Fleming, Seattle	Robert M. Fleming Jr.

03/20/2022	I am a resident living in the Chinatown International District (C-ID) and a physician working in that community. I have lived here for 5 years and have cared for many patients who also live in the C-ID. I am writing to request that Sound Transit considers building an alternate route for the C-ID station, ie the 4th Avenue construction instead of 5th Avenue construction. This would limit disruption and displacement for the C-ID and minimize the displacement/closure of up to 19 businesses. Our community has been hard hit during the COVID-19 pandemic and over time has been subjected to gentrification, displacement, red-lining including the bi-section created by the I-5 and the stadiums. To build on 5th Avenue would mean to further subject my community to further damage and isolation. With my deepest ask, Hieu Pham	Hieu Pham
03/20/2022	Ease of use is a key method to encourage more transit ridership which in turn is key to alleviating congestion and improving the environment. My biggest concern for this regard is the depth of some of the stations and the required minutes-long descent/ascent. It would be great if station ingress/egress is kept within 90 seconds of the street including average wait times for elevators if such are needed. If that's possible using high-speed elevators, great, else I'd really like to see much shallower stations.	Anton Babadjanov
03/21/2022	I would prefer if the Ballard line went to 20th Ave NW or somewhere like that, as opposed to 14th and 15th Ave NW	Jonathan Ursin
03/21/2022	I prefer the route that stops on Harrison as opposed to Mercer for the SLU part.	Jonathan Ursin
03/21/2022	Don't make super deep tunnels. They are bad for people trying to access the stations and they are expensive. Any new stations built should be no deeper than UW station at Husky stadium. I have missed the Link too many times because I missed the elevator there. Elevators are slow and you have to wait for them. Walking down stairs/escalators are much faster and more reliable. Don't make a mistake we'll be regretting for decades. Don't build deep.	Andrew Hu
03/21/2022	Please consider a 20th & Market station again, as that is the heart of the Ballard commercial district and serves the most riders and businesses. We don't want the cheapest option, we want the best option! Thank you for your hard work	Anthony Ruh
03/21/2022	My name is Nick Wees, I am a resident of King County. I urge you to reconsider plans for the Intl/Chinatown station. The current plan would have a significant negative impact on the community. The community is calling on you to choose the least-impactful option to develop its new transit hub. Please honor them and reconsider. Thank you.	Nick Wees
03/21/2022	Re: CID station expansion The Asian and Asian American communities in the C-ID have long been negatively impacted by city planning, ie I-5 cutting the neighborhood in half. This is a cultural hub, full of small businesses run by long-standing community members that have been severely impacted by COVID-19 restrictions and anti-Asian discrimination. I understand that a more robust transit system is important for the long-term, but we cannot keep disrupting this neighborhood (especially for years) without solid plans for the displaced businesses and traffic. It would be an absolute shame if there isn't a CID left after the station expansion. I am not versed in city planning, but I hope there is a better way forward than the current options proposed.	Tina Hayashi

03/21/2022	Please consider the cultural impacts of construction on 5th Ave for the second Chinatown station. These businesses are core to the culture of the Asian American community. This neighborhood has been hit especially hard by poverty and crime, including hate crimes, throughout the pandemic. I fear that closing businesses along 5th would be the final nail in the coffin for a neighborhood that desperately needs public investment. While these impacts are not measurable in time or money, they are invaluable to the fabric of our city. For this reason, I implore you to include significant context on the cultural value of the blocks east of King Street station vs west. Included should be analysis of the disproportionate impact on minority-owned businesses on 5th Ave, and it's importance as a gathering place for the community. It will become clear if these impacts are considered, the 4th Ave alternatives are the only viable paths forward. The shallow option in particular becomes the clear favorite for all stakeholders when vertical transport times (including conveyance downtime) are properly accounted for in impacts on service. Thank you, Braeden Van Deynze	Braeden Van Deynze
03/22/2022	Hello! Looking ahead to the growth that West Seattle will have in the near and far future I believe that having a Junction line that serves the western side of west seattle and an eastern line that serves the east side (delridge) is the best way to look at the future of mass transit in West Seattle. Merging the lines farther south to have a direct route to Sea Tac Airport would be a great line item to add to your future plans. In order to not have to back track and recreate the lines down the road I think the current option of Andover to Avalon makes the most since. With this route you have the opportunity to reach riders farther north to have shorter bus commute to the link (the cost and impact on our residents homes is smaller so it just makes sense). This also creates a great opportunity for a future delridge line. Thank you for your time	Jacqueline Mallahan
03/22/2022	I truly hope that Sound Transit breaks the cycle of dispossessing people in the CID from their neighborhood. The 1-5 freeway took away a significant part of Nihonmachi or Japantown from a very vulnerable population--the JAs that were incarcerated because of ex9066--and I don't have faith that you care about the Chinatown-International District as a neighborhood and its people. Because you haven't shown that CID residents could ever trust you to advocate for its interests. It does not make sense to shutter a vibrant corridor of business in the CID and know that it will affect the CID as a whole for many years to come. I hope you consider not ruining part of the city and its historic ethnic neighborhood--creating more construction space and dead zones, shutting down businesses, gutting institutions like Ping's Dumpling house and then patting yourselves on the back for saving money but leaving destruction in your wake. Prove me wrong and choose the 4th avenue option but to be honest I don't think you will.	Marie Hayashi

03/22/2022	Thank you for providing the opportunity to make suggestions. Streetcars are stupid, Subways are smart. Trains in tunnels have their own dedicated throughway and can connect with other forms of transit without having to compete and interact with other forms of transit. Please connect all the transportation dots so each station along each line can connect with all the other modes of transit in the station or immediately next to the station. Boston, New York, London, Paris, Tokyo, have all had subway systems for more than 100 years that have helped them become world class cities that are easy to navigate. The transportation choices made today will still be in place 100 years in the future. What will Seattle look like in 100 years? There are a number of Roman roads in the core of Rome, Paris, and London that are still in use today after 2,000 years. What will Seattle look like in 2,000 years? The underground subway system in Kyiv today, and in London during WW1 and WW2, sheltered many of the citizens from the bombs and artillery devastation. I would like suggest all the trains and light rail be put into underground tunnels as a contingency in case of the unthinkable such as WW3. Thank you for listening.	Kelly Charlton
03/22/2022	Please do not expand to 5th! Protect CID businesses and choose 4th option to be minimally disruptive to local residents.	Linda Yang
03/22/2022	Shallow 4th Avenue, preserve the community!! Julia Ramos, MD	Julia Ramos
03/22/2022	The ever dwindling International District and displacement of the community is at risk for further oppression IF the light rail proceeds with plans for 5th ave. I would strongly advocate for plans to proceed for 4th Ave.	Kristin Anderson
03/22/2022	I have very eagerly anticipated reading and seeing the plans to extend the light rail. As someone who recently moved to the Seattle area, I incorrectly expected the train lines to be more developed to reduce the need to drive. I very much feel the need for public transportation to reduce our reliance on cars, on fossil fuel consumption, and exacerbation of roadway traffic as population continues to increase. I will say that a lot of the WSBLE EIS goes into detail greater than I am able to comprehend. I recognize that there are great costs and sacrifices to expansion of light rail especially over land that has already been used for roads, commerce, and residences. However, as long as the situations are dealt in a fair market way, I see the benefits for all of greater import than the desires of the few displaced. As a resident of WS, I look forward to seeing and potentially taking part in public meetings on further developments in the endeavor to expand light rail throughout the Seattle area. Thank you for sharing this information publicly.	Tim Leong
03/22/2022	As an AAPI healthcare provider who works in the CID, I am worried about the impact that building this light rail extension will have on the homes and businesses of my patients, who already have a long history of being displaced by construction and gentrification from this historic center for our community. Specifically, I am concerned about the high number of businesses that would be displaced by the 5th Avenue option (estimated ~18 per the provided comparison table), as opposed to the lower-impact 4th Ave options in terms of displaced businesses. I recognize that this may be more costly to the city, but I hope that preserving the culture and identity of the CID is worth it. Thanks!	Aisling Zhao

03/23/2022	The current planned alternatives for downtown stations for the West Seattle and Ballard extensions are, in a word, absurd. All current plans have most stations so deep you are estimating minimums of five minutes to get to or from the platform. In five minutes, a person in a car going 20 mph can get 3 miles. A huge fraction of people using these stations will only be going 3-5 miles. Even for people going further, a five minute (minimum!) transfer penalty is adding substantial time to their commute. The transfer penalty will mean that people who can drive will chose that over this absurdity. Many of us, like me, cannot drive and will have no option but to deal with it. The elevators & escalators to these deep stations will, given past Sound Transit history, often be non-functioning so there will be even longer waits depending on which conveyances are working. However, anyone who has a choice will likely choose less environmentally friendly options like continuing to drive (even electric vehicles pollute waterways with tire and brake dust, and harm local air quality with PM2.5 particulates). By planning to build very deep stations, we are prioritizing short term impacts during construction over both the convenience and health of people using these stations for literally DECADES. As an example of why this matters, before the pandemic, several times a week I would take light rail from SODO to Beacon Hill to pickup my daughter at preschool. I have a strong preference (due to occasional panic attacks in elevators) to not be in crowded elevators so I often waited till the crowd cleared out. I routinely had to wait five minutes for an elevator that would only have five other people in it, instead of being shoulder to shoulder. The number of people using our stations is only going to increase so waits in stations with only elevator access will only get worse. Of course, when elevators and escalators break in a 160-190 foot deep stations it becomes an emergency and not merely an inconvenience in stations with stairs (that is, for anyone who can manage stairs). We should not plan that into these new stations! It will be hard enough to fix the ones we already have. Please rework the draft EIS to include alternatives that will be reasonably accessible and not impose massive time costs as well as create future risks of literally hundreds of passengers trapped 150+ feet deep.	Rachael Ludwick
03/23/2022	The Fauntleroy and/or Alaska Junction light rail stations displaces hundreds of residents, hundreds of employees, and a multitude of small and large businesses that currently serve the area. West Seattle residents currently enjoy a highly valued walkable neighborhood. The historic neighborhood includes charming craftsman cottages with garden greenspace, condominium owners and hundreds of renters who ALL appreciate and are involved in the community. In light of our region's severe housing shortage, it seems logical to choose an option that is the least invasive to the neighborhood's current residents and businesses by either building a mass transit tunnel OR in conjunction with a more robust bus system, locate a park and ride with train station in close proximately to the West Seattle Bridge. Decimating neighborhoods, displacing thousands of residents, businesses and local employees, and potentially expecting residents to live under high rise train tracks is an inhumane path to take in the name of progress when other much less harmful options are available. Thank you for thoughtfully considering our input.	Nancy Nelson

03/23/2022	I am writing to you as a lifelong resident of Seattle who has generations of family history in the Chinatown International District. At 31 years old, I have grown up with the CID and it is incredibly precious to me and my entire community. I know that there is a proposal to have Sound Transit run tracks through 5th Ave for the new West Seattle to Ballard light rail. I did not quite grasp how much of an impact this would have on the CID until I read about which blocks Sound Transit is planning on destroying in the plan. This is the heart of the CID! This would displace so many Asian businesses and would have major negative impacts on the neighborhood as a whole. After all the CID has been through just in the past couple of years (and how Sound Transit has already eaten into the CID previously) from constant broken windows to a literal open air drug market, this community cannot continue to take these heavy punches. I honestly can't believe this is even being proposed. Is the Asian community just supposed to sit back and watch while the city slowly rips our home apart? This 5th Ave proposal should not even be on the table. This is a historic district that is the heart and soul of our Asian community. Please go with the 4th Ave proposal. I don't think the CID can take much more abuse before it completely dies.	Robin Momii
03/24/2022	Hello, I am a longtime West Seattle resident. I have looked over the proposed plans and it seems the best option is to route the rail underground starting at Genesee and Avalon. The above ground is going to be ugly, noisy, and displace too many people. Also I don't understand why we need two stations but the most important is thing is that this light rail is NOT ELEVATED past Genesee. Thank you	Tiziana Kerton

03/24/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). After two years of capital investment to their SODO location, they completed their move from Kirkland, WA to SODO in Fall 2021. Their progression from a cramped space to a larger showroom allows for elevated customer service as well as expansion of services. New services include: knifemaking, forging, culinary knife skills, and sharpening. Epicurean Edge acts as a cultural hub for the Seattle culinary community. Through the passing of knowledge, they inspire customers like myself to explore diverse regional cuisines. I recently heard their new location may be in the path of expansion for the Light Rail. Epicurean Edge is a unique business serving as a hub for the international bladesmithing community that can't be found anywhere else. Please help support a path for the Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I am looking forward to their classes aimed at established knifemakers and beginners. These classes bridge the gap between consumers and dedicated artisans. Not only does this highlight local boutique manufacturing; it stresses long-term quality consumption as opposed to mass production churn and burn of knives. As the city of Seattle looks towards reducing it's carbon footprint, BladeGallery's classes encourage everyone to think about sustainability in non-traditional forms. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 If you have any questions regarding BladeGallery that I as a customer can help answer, please feel free to reach out to me. Best Regards, Ryan Eng	Ryan Eng

03/11/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. I would really like to be able to be able to access their services locally! Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife making and knife using community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours truly, Elizabeth Strauss 3208 168th Ave NE Bellevue, WA 98008 elizstr@gmail.com 425.556.0198	Elizabeth Strauss
03/19/2022	I was horrified to learn that one of the plans put forward for a Ballard-West Seattle light rail extension would cut right through the heart of our beloved CID neighborhood, displacing a huge amount of businesses. Destroying a swath of a historic Asian neighborhood in service of a Ballard-West Seattle extension smacks of white supremacy. There is a clear alternative! Go for the 4th Avenue route. It's unconscionable to go for the "cheaper" plan, the cost would still be high, and instead passed on to the neighborhood who would suffer loss and harm. Please reconsider. Natalie Walker	Natalie Walker
03/23/2022	Use the 4th Ave option. Do not take 5th Ave!! Thank you, Lily Chan 206.234.3616	Lily Chan

03/21/2022	Hello, The CID is a critically important neighborhood to Seattle and its many residents including me. I spend so much of my time in the CID and appreciate all of its character, people and businesses including the businesses on 5th avenue such as Joe's bar, Dough Zone, and Hood Famous. When I heard about the potential impact of the CID light rail expansion on 5th avenue, I was extremely worried, sad, and disappointed. This is the last thing Seattle and the neighborhood need. We need transit growth but not at the expense of our cultural centers, especially when there is another viable option. Choose the 4th street option! Transit must be viewed in terms of its long term aspirations--to connect the city and make it an even more culturally rich place to live. If you make decisions based on short term views, you are not investing in the city, its people, or its character. Take 5th avenue off the table. Thanks, Celia McTigue Seattle Resident 98144 Celia McTigue, MPH	Celia McTigue
03/22/2022	Hi – thank you for your efforts and for arranging this public hearing. I am a long time Seattle resident, have worked in Seattle nearly all of my professional career, and I have lived downtown for more than 13 years. I also serve on the Board of the Seattle Children's Theatre. We (collectively – friends, neighbors, business colleagues, fellow board members), are very excited about ST's planned extension through the city – from West Seattle to Ballard. While is extremely important to increase access and the ease of traveling to the City and the Seattle Center, we have grave concerns about the proposed Sea Center Link Rail Station on the Preferred alternative extension line. The location on Republican potentially presents an existential crisis for some organizations housed at the Seattle Center. The potential 5-7 years of construction will have a serious impact on the ability of the Seattle Center's 12 million annual visitors to enjoy the arts, culture, science, and sports that bring them to the Center. The Seattle Center represents the heart and soul of much of our innovation, cultural and entertainment centers, providing accessible, inclusive ways for children and families across our region enjoy these centers, and come together to honor our cultural and entertainment centers. The Seattle Children's Theatre is one of two leading theatres in the country providing professional theatre for young audiences. We, along with all of the organizations housed at the Center, play an important role in the City, and the region. We have to do whatever it takes to mitigate the impact of construction and access, to ensure that our leading cultural organizations survive the development and construction period. We appreciate that the Seattle Center and Link light rail will be here for the next 100 years and beyond. Let's do this project right by maximizing the benefits of light rail to the Seattle Center and the millions of people who visit every year. Thank you for doing whatever you can to place and develop the Seattle Center station in the most successful location, without damaging important structures and organizations beyond survival. Barb Larimer 206.618.8845	Barb Larimer

03/24/2022	I am commenting today on the draft EIS covering the West Seattle & Ballard links. I have great concern for the displacement of many small businesses and residents within the International District should these plans for expansion be accepted. Having lived in a city where a similar project literally split a long-established and vibrant community in half, I have seen what this manner of “progress” often brings. While I agree our area will benefit for improved mass transit plans, I’m opposed to the particulars of this EIS.	Roberta Greenwood
03/19/2022	As a current resident of the CID, it's very concerning to hear of plans for the new light rail station to open in the heart of the CID and displace so many businesses. I'm writing this to urge you to commit to the 4th Avenue plan and end Seattle's history of displacing the CID. This community tolerates so much constant bombardment and intrusion already in the form of not one, but two stadiums on their doorstep in addition to a light rail station already there. The only moral and ethical choice is building on 4th Avenue. Thank you, Rueben Otero (they/them)	Rueben Otero
03/22/2022	To whom it may concern, I'm here to comment on my concerns of the destruction of historical structures and buildings in the international district, a place that I, and many others, have a place in our hearts. As a Chinese American, the international district was where I felt my culture and felt like I belonged. The buildings and structures that reminded me of my home country and people were so important to me and many other immigrants that missed home. The tall gates reminded me that I was 'going home' in a way and still stirs up that feeling to this day 20+ years later. I understand the plans that are set for construction to build on 5th Ave is cheaper, but at what cost? Destroying a already dwindling community? Destroying historical Seattle structures? Taking away a experience that I had as a child, for the future immigrants? Instilling that, unwanted land is not profitable until it is, from the blood, sweat and tears of POC? I'm not denying the fact, having better public transit in the area would be amazing. Please chose the 4th Ave option. It'll be more expensive, yes. But it will save important historic buildings and land that poc worked hard on to make desirable. From a concern individual in the community, Jax Victoria	Jax Victoria

03/15/2022	I don't believe my comment would be welcome during the current session on the Interbay/Ballard extension, so I'm putting it in this email: Firstly, I think we can all agree that the tunnel solution is the best one, so I'd like to voice my support for that. I understand there isn't much that Sound Transit can do about funding issues, but the 20-year timeline is too slow; many people watching this presentation, and even working on the project, will literally be dead by then. As I'm sure you know, all the benefits of this upgraded public transportation is needed urgently, for benefits ranging from helping with climate change, to greatly reducing commute times to improve quality of life for thousands. I realize it's ironic for me to be saying this in a public forum, but I believe the ovreall process is being artifically slowed more than necessary because of extraneous steps such as all these sessions for public input. I don't think you should care about opinions from random people - you should rely on the expert points of view of the professionals hired to work on this project. Design by committee - especially by people without any expertise in a topic - is a recipe for disaster. Again, I assume SoundTransit can't do anything about this, but I believe we should just take the money needed from the multi-billion-dollar corporations based in Seattle, rather than just making the rich richer via corporate welfare.	Lonnie Mann
03/19/2022	I don’t understand why you have to put in two light rail stations within blocks of each other! Not to mention that your proposed 5th Ave station displaces so many ID businesses. This is a terrible idea! If you REALLY MUST do this, please go down 4th Ave. Yes, it’s more expensive, but this neighborhood is historically and culturally so important to Seattle. I lived in the ID for three years and loved it, and still go back to shop and visit. Please do NOT choose the 5th Ave option! Sincerely, Ellen Kimura Eades (Secretary, 43rd District Democrats)	Ellen Kimura Eades

03/23/2022	Thank you for soliciting comments regarding the proposed location of the Seattle Center Link Light Rail Station. Seattle Children's Theatre shares the concerns of our peers and fellow resident organizations about the proposed location of the Seattle Center Link Light Rail station. That location potentially presents a very real challenge for many organizations housed at the Seattle Center. As we dig into the details of a potential 5-7 years of construction, it is clear to see that this will serious impact on the ability of the Seattle Center's 12 million annual visitors to enjoy the arts, culture, science, and sports that bring them to the Center. Housed on the Seattle Center campus since the mid-nineties, SCT sits in the shadow of the Space Needle and presents world-class theatre to the region's young people. A field trip to Seattle Center and an SCT production is often the first arts experience for many of our youth. Our schools and busses will be challenged to make this important experience happen with the disruption proposed by the light-rail location. SCT gives its full support of light rail coming to the Seattle Center, we simply ask for more consideration of the station location to allow Seattle Center organizations to survive the disruption. Clare Hausmann Weiand (she/her) Senior Director of Strategic Initiatives Seattle Children's Theatre Phone206-859-4008 Emailclareh@sct.org** Web**sct.org	Seattle Children's Theatre
03/22/2022	Hello, I am excited to learn that Sound Transit is considering bringing light rail near Seattle Center. The value of providing better access to Seattle Center is undeniable. Knowing the vital role Seattle Arts Programs play at the Center and in the city, I trust that Sound Transit will work with Seattle Repertory Theater and other organizations at Seattle Center to ensure programs and operations on the campus will not be disrupted. Thank you. Roslyn Schley	Roslyn Schley

03/23/2022	To Whom This May Concern, I am writing with great worry and concern about the thought of a new light rail line that may possibly run through Chinatown International District. This would not only shutter multiple businesses but also displace many people who have called Chinatown home for decades. The businesses that will be affected by the new line are vital to the community, many of which my family and friends consider our go-to spots. The businesses are also great for those not from Seattle and visiting CID for the first time. It leaves a lasting impression on visitors on what CID is about: Inclusion of all communities from different backgrounds. To see these businesses be sacrificed for a line that quite frankly nobody cares where it goes is extremely disheartening to me and I pray that members of the board, including Mayor Bruce Harrell, to leave the CID area out of this drastic change consideration. The new line will also displace members of the CID community, many of them Asian immigrants who are senior citizens, do not speak or understand English, and live in CID because it gives them a sense of home. It gives them a sense of peace, a sense of relief that they are surrounded by those who share the same stories of how they came to America and ended up in the city of Seattle, to call CID their forever home. By displacing them you are asking members of the CID community to make a huge change they aren't ready for nor do they have the means to properly execute. This new line will be pushing them out and further away from the community. Many of these members have walkers, canes, and other walking aids because they cannot stay on their feet for too long and can only go short distances. To even imagine a member of our CID community struggle to make it to the grocery store because the new line pushed them further from the one they were already within close distance to breaks every bit of my heart, and it sickens me that members of the board are not taking the CID seriously. As to why I am so passionate in my words about this: it is because the CID is a part of me. It's a part of my family and it's a part of my life. I was raised in Chinatown as a child and it was also home to my grandmother for over 30 years. Sadly she passed away last year at the age of 98.5th ave evokes many childhood memories and I can smell the aroma of the fresh baked goods and blazing hot woks cooking delicious meals for those wandering in CID just by closing my eyes. This new line come into CID would be like watching somebody throw out my grandmother from her home, forcing her to find a new one at an age where it becomes an extremely challenging and emotionally draining. We not only owe it to our elders but to also anyone that would be displaced by the new line. They don't need anymore heartache, after all the community has been through these past 2 years. As I conclude, I write, pleading with the Sound transit board and Mayor Bruce Harrell, please do not choose 5th ave as an option. To tear apart the CID, shutter the doors of 20+ businesses and displace members of the CID community is not the right decision and an alternative must be used. I thank you for your time. Have a great day. Best, Jordan	Jordan
03/24/2022	Dear Sound Transit Board Members: Following up on my previous letters, I am voicing our opposition to any Sound Transit Stations on 5th Avenue. Our preference is for the locations west of the CID Historic District. Your 5th Avenue options post most severe impacts to our Community in terms of businesses and traffic closures, historic property ownership transfers, and interruptions to CID Community life and livelihoods. I appreciate your consideration and will be happy to continue a dialogue if needed. Sincerely, Paul Z. Wu, AIA President, Friends of Chinatown-Seattle Member, Transit Equity for All (TEA)	Friends of Chinatown

03/24/2022	The shallow station alternatives for International district and other stations would be great for transfer times and accessibility, especially considering empirical lack of reliability of current elevator and escalator systems for Link stations. A Ballard station that does not require crossing 15th ave (which is extremely busy and hostile to pedestrians) in order to get to historic ballard would increase convenience, utility, and safety.	Takashi Olds
03/23/2022	From: SuperSonicFish ncbaluca@gmail.com Sent: Wednesday, March 23, 2022 6:02 AM To: West Seattle Ballard Link Extension Comments WSBLEDEISComments@soundtransit.org Subject: Please don't build more rails That displace small business in international district, Seattle. CAUTION: This email originated from a contact outside Sound Transit. Remember, do not click any links or open any attachments unless you recognize the sender and know the content is safe. Report any suspicious email by clicking the "fish" button in Outlook. Thank you! ST Information Security The international district offers a diverse minority owned businesses that affordable food options offered no where in Seattle downtown anymore. Please use the 4th avenue option to build more rails instead of the 5th avenue option Sincerely Nick Baluca	Nick Baluca
03/24/2022	Please use the space at and or under Union Station for the CID station site. Reduces impacts to residents and businesses while bring the historic staton site back to life as a important active place in the community.	Jack Sparky
03/24/2022	4th Ave option is best for CID!!!!!!!!!!!	Serena Louie
03/25/2022	I am huge supporter of expanding the light rail. It would be great to see the West Seattle line go even further south down the peninsula and connect to the Seatac Airport and its already established light rail line. Going from the Alaska Junction to the Morgan Junction, West Wood Village, White Center, and down Ambaum all the way to Burien and eventually terminating at either of the existing Tukwila Int. Blvd., SeaTac/Airport, or Angle Lake Light rail stations. This would make traveling up and down the West Seattle peninsula much easier and connect West Seattle, White Center, & Burien directly to the airport by train. I'm sure this may be costly but upzoning and densifying the corridor, more specifically the urban villages on this potential line, will bring more tax revenues and hopefully offset some of the cost. -Alex Coy	Alexander Coy

03/25/2022	I would favor a tunnel option over a bridge option for the Ballard Link extension, particularly if no private funding is required. The cost is comparable for bridges and tunnels, but with a tunnel, there would be less residential and business displacement as a result of construction. For cyclist accessibility, a Ballard station on 14th Avenue NW would work well if we also have street improvements on 14th Avenue NW. Today, this avenue is in poor condition due to its use by heavy industrial vehicles and due to the disused rails that are still present under the road surface. Given the choice between 14th and 15th Avenue stations, a 15th Avenue station would improve pedestrian access if it includes a generally accessible pedestrian passage under the street. Crossing the 15th and Market intersection today requires lengthy waiting at a noisy, heavily-polluted place. I would also encourage Sound Transit to reconsider stations located more to the west, such as at 17th Ave or 20th Ave, as these would be closer to the walkable, historic commercial district of Ballard. Our city is larger in population than it ever has been and it continues to grow. Should employees return to in-office work after the COVID pandemic, traffic levels will grow to become unsustainable. In addition, transportation is our largest source of pollution. Replacing car trips with transit trips needs to be prioritized as soon as possible for the sake of our mobility and our environmental goals. Thank you for all the great work you've done on this project! Let's build more transit.	Jason Weill
03/25/2022	I have happily been living in Seattle for 15 years and have continued to see city expansion efforts disrupt local communities; it has already displaced many older generations away from their homes where they have lived in for a good length of their lives. I've lived in First Hill and seen the entire neighborhood change in the course of one or two years, been pushed out of Capitol Hill after rising costs due to gentrification, lived in low-income housing behind Whole Foods in SLU... I am sick and tired of seeing good people and businesses being kicked out due to city politics and constant oversight for almost every major project that has kicked off here (namely HWY99, Big Bertha, Alaskan Way) there are just too many other factors I believe should be paid attention to such as our homeless crisis and the displacement of their camps which now has created such chaos in all areas of the city. It is a waste of taxpayers money to expand the sound transit if we haven't had a handle on our homeless/drug situation along with all of our crappy roads (fix the damn pot holes before finding other ways for techies to commute). Expansion in the CID would only increase traffic and we would lose many local businesses that have paid their dues and worked hard to stay established in the area.	Sean Lee
03/25/2022	I sincerely hope this project does not throw money at entirely too deep stations and tunnels with inconvenient transfers. The whole purpose of this project is to make a useful and reliable transit system that will move passengers throughout the city and region. Deep bore tunnels that have endless escalators or elevators to get people up and down will add time to their journey and make transfers difficult. It will reduce ridership without adding benefit to justify doing so. Cut-and-cover tunnels should be considered. Yes, there are downsides to them: the construction is more disruptive than tunnel boring machines and there may be issues with underground utilities. But we need to step back and take a look at the big picture. We are not building a 10-year system, it is a system that we expect to be useful for 100 years or more. Those disruptions will be forgotten, but the system left behind will remain. Transfers at International District station should be relatively painless. A deep station transfer will not be useful for passengers, and fewer people will ride as a result. Likewise, a midtown station that is hundreds of feet underground will not have as many passengers as a station that is just below the surface. You should strongly consider alternatives to deep bore stations. We have one chance to get this right.	Mark Abersold

03/25/2022	My comments are primarily focused on the Delridge station area as my current residence is located approximately 0.75 miles south of the West Seattle bridge. However, I will have a few comments that pertain to the project as a whole. Delridge Specific Comments: Any impacted services for vulnerable populations need to have the city of Seattle to commit to funding and plans to replace with equivalent or better facilities. Alternatives 1 and 2 will have a large impact on the residential area of North Delridge, however, I think there is an opportunity here to increase space for local shops that are adjacent to the new station areas. Plus, the construction impacts would be minimal for the main arterials compared with alternatives 3 & 4. Alternative 6 seems attractive because it has the least disruption, however, it does put the station into a location that is less accessible relative to the other locations. The bike path that connects Delridge to the Spokane St Bridge crossing needs attractive temporary routing and if possible, a new permanent alignment that ensures the safety of bike users along the temporary and permanent path. Overall, while there are going to be disruptions, I think this will be a net benefit for Delridge and West Seattle. Other Comments: Downtown corridor and station options need to avoid any options that create permanent bottle necks in the ability for riders to get to the station platforms. Any alternative that relies exclusively on elevators is bad for future planning. Station placement near the current downtown transit tunnel needs to ensure that riders can easily move from the current tunnel to the new stations in the quickest manner. Needing to go to street level requires extra time. The Ballard extension should avoid any bridge structure that is subject to train disruption (i.e. draw bridge) Although not an alternative, the current station alignments in Ballard are too far away from the main historical area of Ballard for convenience.	Stuart Tanasse
03/25/2022	Sound Transit is finalizing plans for a huge new transit station in Chinatown/International District (CID) as part of ST3, the multi-decade, $53 billion expansion of our regional public transit system. For years, CID community activists have pushed back against ST's preferred plans for the CID expansion, stating that ST's plans would drive out community businesses, detour up to 30,000 vehicles per day through the CID's residential streets, and ruin life for the residents of the area with as much as ten years of highly disruptive construction. I urge you to choose the least-impactful option to develop the new transit hub. Thus far, Sound Transit has refuses to publicly commit to any particular plan at this time. Please do not disrupt the CID in this way! Yours, Michelle Mentzer 15709 SE 6th St. Bellevue WA 98008	Michelle Mentzer
03/26/2022	As a resident and small business owner near Alaska Junction, I believe the tunnel is the preferred option for the Junction Station. I think the newest University station is a good comparison and outcome, because it is visually integrated into the existing single story business district and less noisy as a result. A tunnel is definitely the best option for the Alaska Junction.	Geneva Griswold
03/26/2022	I think a tunnel is the best option for the junction station. An elevated rail line seems like it would disrupt the character of the neighborhood which is both high density residential / retail and single family residential along the proposed route. Tunneling would reduce noise and mitigate neighborhood impacts while welcoming the light rail.	Aley Thompson

03/26/2022	I would strongly encourage the City to continue with the practice of tunneling in our dense urban areas as has been done in Capital Hill and the U District. By building high rise train tracks in urban areas you will be drastically and immediately lowering the quality of life for all those who are forced to live in the shadow of the tracks (businesses, renters, home owners). Home values will be dramatically lowered and all residents will be financially and socially oppressed due to "living on the wrong side of the tracks". As soon as you decide to place high rise tracks in residential proximity you will also be negatively impacting home owners financial well being. Would you want an 80 foot track tail across the street from your house? Would you want to live under a 100+ foot tall train track? West Seattle has waited for light rail and has been without a bridge for two years now. We can wait until the City can afford to do the light rail project the right and considerate way which is tunneling. The human cost should outweigh the financial cost. Please don't ruin West Seattle or it's tax paying citizens with high rise train tracks.	Barbara Lall
03/26/2022	I am writing about the Alaska Junction Light Rail project and urge you to chose the underground tunnel option for the station and then for the subsequent track to Burien. I can imagine little that would destroy our nearly-affordable and diverse community more than putting a above ground track and station in our midst. Like as they did in the past when siting the highways through low income neighborhoods, diverse neighborhoods, an above ground light rail plan in West Seattle as opposed to an underground plan in the northend of Seattle smacks of wealthy privilege. Most importantly we do not want our neighborhood negatively impacted by above ground light rail. I want light rail to come to West Seattle and I will use it often once here but I want to live in a neighborhood that allows me to walk without the noise, pollution and disruption of above ground tracks. I urge you to put the underground station and the tracks on a current arterial (Fauntleroy) rather than on a residential street (41st or 42nd). As your EIS shows, the advantages of an underground station have merit.	Karin Miller
03/26/2022	I'm late to the game on commenting, but as a home owner who lives in Queen Anne right of Mercer it seems wise seemed logical to me that somehow sooner than 2037 you could get a light rail stop from the Westlake station to the Seattle Center. Now with the Kracken and so many other things happening at Seattle Center it would immensely lighten the traffic load on Mercer if people could light rail to the Seattle Center directly rather than going to Westlake and having to change to a bus, monorail or walk. I know many people who opt to just drive instead. With the number of hockey games that occur it really does create such gridlock for residents who live in the area when it could so easily be resolved by adding one additional stop. Thank you....	Tracy Goodrich

03/26/2022	Section 6.2.2.1.2 Duwamish Segment It seems that Alternate DUW-2 North Crossing Alternative impacts fewer residences and employees. There are no noted impacts to local wildlife for DUW-2 (Blue Herons) and there are no park impacts. I understand there is a cost impact, but the relative change from $1.2 to $1.5 B appear small while preserving as much of what keeps Seattle "unique" as possible. Section 6.2.2.1.3 Delridge Segment With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve DEL-2a (and the subsequent tunnels for Avalon and West Seattle Junction)? I believe the lower height option station maintains the feel of the Delridge neighborhood while allowing for faster connections (from platform level to street level). Additionally, DEL-2a impacts the least residences of the in-neighborhood options (1, 2, and 3). ES.3.1.1.4. West Seattle Junction Segment For transit-oriented development I personally prefer WSJ-3b as the Alaska Junction station is as close to the already-built development along California Ave SW. With the recent passing of SSB 5528 does this free up the additional funding opportunities require to achieve WSJ-3b? General draft EIS Comment With the passage of SSB 5528 can the alternatives be reopened for the Ballard Tunnel to extend the tunnel to 20th street (Thorndyke tunnel option)? This brings the station into the already developed areas of Ballard and connects the neighborhood to the city better. General draft EIS Comment Why are all of the downtown stations so deep (when compared to the current stations only 1 street over)?	Alan Carey
03/26/2022	I am a 30-year resident of West Seattle. I live in a 1913 Craftsman Bungalow two blocks from the Alaska Junction on 42nd Avenue SW. My house would be impacted by versions of this light rail plan. My neighbors also have some of the older, charming homes in the neighborhood. We contribute to the character and charm of West Seattle. If you have spared the destruction of other neighborhoods while building the existing light rail, please avoid the destruction of our neighborhood. We deserve a tunnel just as much as Beacon Hill. We have just spent two years in traffic misery because of the problems with our bridge - which was supposed to last much longer than it did. We have endured traffic nightmares and further isolation from families and friends, in the midst of the pandemic. Elevated light rail would be an acoustical nuisance for the properties around the towers. You would decimate the character of our neighborhood. I am vehemently opposed to the elevated light rail proposed for West Seattle.	Leslie Hale

03/27/2022	My original gut preference was for a bridge solution (in the IBB segment), but after reading the various pdfs, a tunnel solution just sounds all-around better. The tunnel paths (IBB-2a and IBB-2b) have no noise, vibration, or watershed footprint (which includes shoreline, over-water, & in-water), nor cause light pollution (unlike all the bridge-based options); and they have the smallest number of parcels of land displaced and the least number of historic properties adversely affected. It also is safer for pedestrians if tunnel stations are used at the Ballard terminus (with less conflict between vehicles and pedestrians), thus IBB-2a and IBB-2b are safer and more closely align with Vision Zero. Of those two, IBB-2b might be safer since it would provide station access on both sides of 15th Ave NW thus reducing the amount of street-level pedestrians racing to cross this busy street (however, this safety improvement might not be of sufficient scale to warrant the extra cost of IBB-2b compared to IBB-2a). IBB-2a's estimated cost is equal to the lower bound of the preferred option, so I don't see why it would require third-party funding; and overall, it seems to be clearly the best option for the Interbay/Ballard segment. Moreover, only the tunnel paths would not impact any aquatic plants or animals, which includes federal and state endangered species. Regardless of which path is finally selected, please ensure that the Sound Transit properties' grounds and respective street trees are all native vegetation. There are numerous native trees, shrubs, groundcover, and grasses that can be used for all non-impervious land. Native plants are easily and readily available (such as "Go Natives! Nursery", of which I have no affiliation but they are a great native plant nursery). There's also a wealth of information available online regarding preferred growing conditions for native plants, so there's really no longer any excuse for planting any non-native foliage. Academic research has shown (unsurprisingly) that native plants better meet the nutritional needs of native birds & bees than non-native plants (even when compared to non-native plants known for attracting them). I also hope that the local tribes' input (including the Duwamish tribe) has been given great weight by Sound Transit in designing this project. I do see in the Agency & Tribal Consultation Letters that the project did reach out to multiple tribes; but I only see a short reply of acknowledgement from the Duwamish Tribe and it's not clear that any of the tribes formally accepted the invitation to participate. Was the September 27, 2021 email from the Duwamish Tribe the only tribal response the project has received? If so, then I'm very worried about this project. Organizations that represent social justice, civil liberties, and/or minority communities may at times be invited to join "work groups", "boards", or "advisory groups" by municipal entities. However, if those orgs don't believe that their concerns will be heeded (and even worse may not only be ignored but then having the org's presence on the board be used to legitimize the bad outcomes), then they may choose to not participate. So the lack of tribes enthusiastically agreeing to participate makes it look distinctly like no tribes trust that Sound Trust will listen to them or work with them as the true stewards of this land. Has Sound Transit made any attempts to more personally connect with the tribes or provide any guarantees about the weight that will be given to their input? Lastly, as someone with an anxiety disorder, I struggle when traveling via both by tall bridges or tunnels. Yes, I do use both since avoidance is not practically possible in Seattle. But I have to actively attempt to ignore the outside. I find the center-most lanes of Aurora Ave less troubling than the lanes closer to the edge. With the bridges for IBB all being dedicated to the light rail, they won't be very wide, so the distance from inside the shuttle car to the bridge edges will be very close and very apparent how high up we're traveling. I find it easier to ignore being in a tunnel since at times the skies just get overcast, so if I'm distracted reading a book, it's easier to not notice that we just entered a tunnel. The same doesn't seem to work for me with bridges. I don't know how many people have their anxiety disorder play out the same as mine; but I also suspect few people will admit to this in the feedback due to the stigma around both mental illness and the shame of struggling with traveling along modes that other people think nothing of. Regardless, personally, I'd prefer a tunnel solution in the IBB segment.	M. N.

03/27/2022	Please build on 4th ave NOT 5th ave. Construction on 5th Avenue in Chinatown to Japantown means: Full closure of King Street, S. Weller and 5th Avenue for several years 2. Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th 3. Gas, water, electrical shut offs to businesses, non-profits and residents 4. Daily dump trucks, cement trucks, cranes, supply trucks, delivery vehicles 5. Construction workers taking parking from businesses 6. Increased noise & air pollution, dust, dirt, vibrations 7. Taking property from owners of color for demolition and resale after construction 8. Endangering lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours 9. Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks in addition to prior loss of 3 blocks for Transit Tunnel Thank you for your time and consideration.	j Yamaguchi
03/27/2022	Are you serious? This thing has so many issues! The first is we can't afford a second tunnel through downtown. We need other options that save money. Second, the tunnel is so deep that it makes entering and exiting a headache. Not only that, but it can be a safety issue. How are people going to exit during an emergency? Also, elevators and escalators at several stations are always broken down. Even in newer stations. How is it going to be with these deep stations. Third, the second tunnel does not offer anything unique. It is just following the current tunnel we have right now. I think we need to have the West Seattle line merge at SODO and go into the tunnel we have right now. For Ballard, have a separate line that ends at Westlake and have a transfer at that station. It isn't great, but is a lot better than what we have currently. Also, cut and cover would probably be the best method for the Ballard line. And finally, speed up the construction! Seattle wants this right now and waiting twenty years is not helping anyone. We have a new law that can speed up construction in Seattle right now. Use it! Right now, you are not a popular organization and the longer you wait and go through with this ridiculous plan, it will be more likely that your popularity will fall to levels you might not recover from. We don't want to have what happened to the monorail expansion that never happened. I am rooting for you guys, but you are making it so difficult right now to continue the support! I hope you will reconsider and look at my ideas closely! Thank you for your time!	Robert DeMacon

03/27/2022	Given that the Ballard tunnel alternatives (IBB-2a and IBB-2b) are nearly equivalent in cost to all the other alternatives and that they have fewer displacements and no impact to Salmon Bay and the ship canal, along with fewer impacts to historic places, the tunnel is the obvious preferred option, even if it costs more. A giant bridge like in IBB-1a/b will be an eyesore with significant impacts, and a moveable bridge like in IBB-3 is unacceptable for reliable transit. Of the tunnel options, IBB-2b is more reasonable than IBB-2a because it is closer to the actual walk shed of the Ballard that exists today. The area to the southeast of 15th Ave NW and NW Market St is primarily industrial. Given the difficulty of building even a bicycle path through an industrial area, (I.e. Burke Gilman Missing Link) it is unwise to assume that this part of the city will become the transit-oriented development that would make a 14th or 15th stop preferable. The Ballard station should be as close to the heart of the existing urban core in Ballard as possible. While the 15th location is marginally better, it is still undesirable, because it is in fact on the southeast corner of the busiest intersection in Ballard, making it effectively further from the primary walk shed that exists in Ballard today. That should be mitigated with entrances at all four corners of 15th and Market; otherwise, we are sacrificing long-term usability, and we are making transfers more difficult. A more ideal station would be in the heart of the urban core in Ballard. Better locations would be near Ballard and Market, Bergen Place, or somewhere within a few minutes walk of those places. It is imperative that we choose the most functional station for this project. We should focus on long-term gains instead of small differences in cost that will mean less ridership and more traffic congestion and greenhouse gas emissions.	Christopher Lish
03/28/2022	I live in the Pigeon Point neighborhood. I strongly recommend you DO NOT select the North Route because that would demolish the Chelan Cafe. And really, nothing good could come of that. The people there are wonderful, they are friendly, always welcoming and really they make a great breakfast! Keep the Chelan Cafe! Thank you!	Rose Feliciano
03/28/2022	The tunnel option is the only option. Do not ruin our beautiful neighborhood with an elevated track that would displace thousands.	Joseph Lancaster
03/28/2022	As a resident of West Seattle who regularly walks and bikes with my children around the Junction and Triangle areas, I strongly support the lowest height and tunnel options.	Shannon Saam
03/28/2022	Comment 1 - I live in Youngstown Flats, the big apartment building next to the Delridge station alternatives. I'm worried that all the alternatives have these wildly tall stations out in the stratosphere and I really don't trust that Sound Transit maintenance will manage the accessibility features for getting to the station (e.g. elevators, escalators) well. I'm in favor of whatever plan places the station at a reasonable height. Comment 2 - If any of the blue "other alternatives" are chosen, the cost of building out sidewalks on Andover should be considered - the road isn't exactly easy to navigate on foot. As is, those station sites are pretty terrible from a pedestrian standpoint. Comment 3 - I did a deep dive at the EIS at my local library branch and I just think it's really cool that yall thought to put those in libraries. Good on ya, thanks!	Spencer Nilsson
03/28/2022	I work at 4000 Delridge Way SW, it looks like 2 of the plans would require tearing down our office building. If that is correct I would prefer the plans that don't go through our building.	Scott LaRose

03/28/2022	Dear transit board members, consultants and all, We are Chinatown ID residents, employees and most of us don't speak English and it is hard for us to participate in the Zoom meetings on 3/17/2022. We would like to express our will for the new Growing transit project at 4th Ave. is preferable as it minimizes the impact to our community. The 5th Ave. S. project would greatly impact/harmful for our community as 30 of small businesses have to closed and many streets would be blocked, noises, dusty etc...would be harmful to all the local businesses, residents (around 2 thousand of residents including seniors and lost of children activities) school transportations, visitors.....according to the history that our community being cut and minimized by "New Projects" for the decades and we are really disappointed with it. We don't want to get any further cut or removed from the history due to this new project again. Our history being registered needs to be protected and respected as well !! As Chinese residents and employees we are working hard and fighting for a good, active and vibrant community and contribute to the city as well as the country. We love the country, love City of Seattle, love our Chinatown ID area and we don't want to see any further cuts in area/spaces at our community, our history. Please consider the 4th Ave. project instead of 5th Ave. which is killing our community(the 2,000 residents/families' home town), our 300 small businesses which is the good working channel for the new immigrant who is limited English speakers. We respect all of you and we wish you could hear our broken heart voice and respect by returning/not disturbing our peaceful life, our community, our 300 small businesses and almost a thousand of employees who are fighting hard to survive, more than 2,000 of residents as well as our contributions !! We always support all the good projects in the country, however we need to be treated fairly to be respected like others as we are a harmonious community. We don't like to fight aggressively but our voices need to be heard by you all, the decision makers. Thank you very much! We love your care your concern to keep our home town peaceful and harmony community. Please consider to take the 4th Ave. project/plant which is minimized the impact to our vibrant community. Respectfully and salute, Beth Representative for the majority of Chinese residents and employees at Chinatown ID area	Beth Ku
03/28/2022	I fully support the Skylink Gondola as an alternative. This would move more people more efficiently, more effectively, at less cost, less environmental impact, less eyesore to the community, and built faster than any other alternative.	James Hoffman
03/29/2022	I'm concerned about the very deep station designs that rely exclusively on elevators and escalators. Transfers and station access should be as seamless and quick as possible, without relying on equipment with a very spotty local record. If there is no alternative to such deep stations, there needs to be major emphasis on reliable vertical conveyances. The priority for design needs to be on ensuring future rider experience is the most convenient and reliable it can be.	Brice Nichols

03/29/2022	There is a lot of waste in this plan that has no clear benefits for riders or Seattle. Please look to the REM in Montreal and Canada Line/Broadway Extension in Vancouver on how to balance costs and benefits to riders and the city. The core section has a absurdly deep tunnel in both the preferred and alternative options. This adds years and billions to the price tag. Replacing the tunnels with shallow bored or cut and cover would significantly improve the usability and viability of this section. I know that the highway tunnel gets in the way, but with tighter tolerances seen in other countries, this is still possible. Another option is to be elevated through SLU and go over the 99. The roads are wide so an elevated guideway would be very effective. 3-5min to get to the station is completely unacceptable for a small system like Seattle's. Outside the core the elevated station are absolutely insane too. Use the street right of way to shrink the structure and keep the height above or below grade as small as possible. Closing streets for construction will not kill Seattle. A minor inconvenience in the short term cannot compare to the decades of pain bad stations will do to riders and the network. If there is going to be a mezzanine, there should be stores and/or bathrooms to make it worthwhile. The tunneled option in Ballard on 20th is the best option to connect with an existing TOD compatible area and includes the most potential development sites. Please look at the successes of Sound Transit and from North America and beyond. ST3 is an amazing opportunity, so let's not waste it repeating the mistakes that hampers American rail projects. Thanks for taking the time to read this!	Christopher Addison
03/30/2022	As someone who regularly uses the current CID station, Alternative CID-2a is by for the best option. It provides the best connection to and integration with the existing line. It is also the least costly, which makes it the financially responsible choice, too. This station will be the crux where line connect to each other and and it is important to get it right.	Erik Rundell
03/30/2022	Ballard light rail itself is an expensive and unnecessary enterprise. Current bus service is adequate and easily expanded, if desired. Public transit from Ballard to downtown Seattle is easy and speedy currently. Options for new bridges and flyovers have environmental impacts that far exceed the tunnel options. Tunnel options offer a future Ballard that is not physically divided (East/West) by high-rise rail lines. Tunnel options offer the opportunity to increase the "neighborhood feel" that exists currently in Ballard. High-rise rail lines are undesirable for communities. The high-rise lines themselves and their concrete support structures create unsightly physical barriers in the community. (ie. West side of I-5 freeway North of Northgate) Tunnel options require the least residential displacements, the least historic property effects, and no permanent in-water effects. Personally, I do not want to see (more) Dr. Seuss high flyover bridges in Seattle. And I certainly don't want to pay for them. If I must pay for this unnecessary project, put it in a tunnel. Thank you	James Scanlon
03/30/2022	Please study the 20th Ave Ballard tunneled station again. Consider asking the city of Seattle for additional funding if necessary. The Ballard station needs to serve the center of Ballard, not force everyone to walk 10-15 minutes from the edge of Ballard just to access the businesses on Ballard Ave.	James Pasko

03/30/2022	My comment concerns the transportation study in the West Seattle Junction area. According to SDOT transportation studies, Fauntleroy has two of the top 20 most trafficked intersections in the city. The entrance to the West Seattle Bridge, i.e. Fauntleroy and 35th, is in the top 10. The other is the intersection of Fauntleroy and Alaska. The siting of a station in the immediate area of the WS Bridge entrance will draw pedestrians, taxis, and bikes into an already congested area. The study does not adequately reveal the deleterious impacts. The main issue is that the intersections of concern scale are already at the extreme edge of the scale that ST is using. Already rated "F", the scale is unable to describe any further degradation. ST should use a different scale that can capture the various degrees of impact that can occur within an area rated "F" already. Further, if those intersections become practically unusable by car, one would expect traffic patterns to shift to side streets or load fully alternative routes (e.g. south to 16th and Holden). The EIS should describe these secondary impacts. With these impacts in mind, special attention should be made to the mitigations on local transportation along Fauntleroy and especially in the area of the Avalon station. The EIS did not sufficiently describe potential mitigations, in my opinion.	Rich Koehler
03/30/2022	In favor of the DEL-6 to WSJ-5 alternative - this seems like the alternative that impacts the least people, costs less than even the cheapest preferred alternative, and still gives good access to the Junction. I don't understand why it is not preferred.	Nicole Mazzuca
03/30/2022	As an almost 20 year resident of West Seattle and one who appreciates the community I would like to advocate for a tunnel, the WSJ option 3. This would be the least disruptive to the community, one of the oldest in Seattle. Communities such as Beacon Hill, U District, and Bellevue have tunnels to minimize the amount of disruption to business and home owners it seems in line with Sound Transits vision to do the same for West Seattle. The elevated options would greatly alter the community in a negative manner. If the only option is an elevated line I advocate for the Fauntleroy station option as the total number of businesses and homes affected is less. If the long term goal of ST would be to extend the line, it could connect with the WA State Ferry. The 42st street station would not have an option to extend without destroying hundreds of homes. In my use of the light rail, I have not experienced a train going down a purely residential street such as 42nd Ave. Again I want to strongly advocate for the tunnel option. Having just recently learned of a potential gondola option, that also seems an option to be explored. Thank you for the opportunity to comment.	Joan Peterson
03/30/2022	I'm very disappointed by the Draft Environmental Impact Statement. How did you leave out the SkyLink option? It's not a valid choice without that option. It's also clear that the choices in the DEIS are hugely expensive, will displace many residents, and offer no help in the short or medium term. Just because Seattle has invested a lot of money, effort, and time into building out the Link system doesn't mean that it's our only choice. I'm a dedicated bus rider, but the SkyLink offers me the chance to see the city from a different viewpoint. It's time we move into the future and stop adding traffic lanes.	Sue Luke
03/30/2022	Few areas of concern for this plan; I'm a resident of 909 5th Ave - 5th and Madison. As a resident and a property owner, I'm concerned about access to the Madison Street Parking entrance if the street is vacated for the Midtown Station. I'm very excited about the stations but am also extremely concerned about the issues associated with access.	Jessie Anderson
03/31/2022	It seems to me that the community is by in large opposed to the elevated train option. I've seen very little support for it and much descent. It's odd to me it's still even being considered given how much opposition it's gotten. I along many others would like to see a subsurface train, but if the funding isn't possible then we should continue to invest in buses. Building something people don't want is just bad policy, but I continue to fear that we are being given no real choice at all, these comments and questions are just being ignored.	Derek Saam

03/31/2022	I am in support of having a station on the northern end of delridge. This will provide essential access to people on the east side of west Seattle. It will also ensure accessibility for all by not requiring transport up Genesee, which is ridiculously steep and not feasible for someone in a wheelchair. I think the ideal location for the delridge station is right next to the skatepark.	Nathan Hemphill
03/31/2022	The preferred elevated alternative will be detrimental to the Alaska Junction and West Seattle as a whole. Either tunnel should be prioritized, just like they were in other areas of the city.	Nathan Buck
03/15/2022	Hi, my original gut preference was for a bridge solution, but after reading the various PDFs, a tunnel solution just sounds all around better. The tunnel paths, the IBB-2A and IBB-2B, they have no noise, vibration or watershed footprint, which includes shoreline over water and in-water impacts unlike all those bridge-based solutions. They have the smallest number of parcels of land displaced and the least number of historic properties adversely affected. It's also safer for pedestrians if the tunnel stations are used at the Ballard terminus since there'd be less conflict with vehicles and pedestrians, so IBB-2A and IBB-2B are safer and more closely aligned with vision zero. I will say of those two, I think IBB-2B might be safer since it provides station access on both sides of 15th, but I'm not sure that that safety improvement would be of sufficient scale to warrant the extra cost of IBB-2B compared to IBB-2A. IBB-2A's estimated cost is equal to the lower bound of the preferred option's cost, so at this point I don't see why it would be -- why they would require the third-party funding, and overall it seems to be clearly the best option, that is, IBB-2A being clearly the best option for the Interbay/Ballard segment. I hope that the local tribes' input, including the Duwamish Tribe, has been given great weight by Sound Transit in designing this project. Thank you.	
03/15/2022	Hi, my perspective and feedback is that we need to put the development of this mass transit in the framework of the climate crisis that we're facing. As far as looking into the future, we need to realize that mass transit is a necessity, so I urge that we need to take more extreme measures in terms of getting public support and national support behind this and not waffle around so much in terms of if the funding will be there or won't be there. We just need to make it happen.	Andy Fessel
03/15/2022	Thank you for the opportunity. Primarily, my feedback is in regard to the Interbay segments. One thing which I would like to contribute is like I prefer IBB-2 and 3 because when a project of such magnitude happens, I feel the thing we should take into consideration the most is the human element. IBB-1 is going to displace 174 residents. That is 174 lives you are displacing and moving away and asking them to like go away somewhere. I feel that should be taken into -- yes. IBB-2 and 3 cost a bit more, and like everybody has stated, they come with the technical challenges of being built on the Queen Anne slope, but I feel the human element here of displacing so many people should outweigh them. Thank you.	
03/15/2022	In addition to the considerations regarding the acquisition of property, how has the EIS taken into consideration the disruption in traffic noise in the construction as well as noise and other dislocations for properties along the line?	Gail Dykstra

03/30/2022	Dear Sound Transit, Please build on 4th ave NOT 5th ave. Construction on 5th Avenue in Chinatown to Japantown means: Full closure of King Street, S. Weller and 5th Avenue for several years 2. Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th 3. Gas, water, electrical shut offs to businesses, non-profits and residents 4. Daily dump trucks, cement trucks, cranes, supply trucks, delivery vehicles 5. Construction workers taking parking from businesses 6. Increased noise & air pollution, dust, dirt, vibrations 7. Taking property from owners of color for demolition and resale after construction 8. Endangering lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours 9. Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks in addition to prior loss of 3 blocks for Transit Tunnel Thank you for your time and consideration. Respectfully, -Suma	Suma Kosami

03/31/2022	Hello, Me and my wife Charito are homeowners and tenants on 25th Ave SW, residing in a single-family dwelling that is slated to be acquired under Delridge Segment alternatives DEL-1 and DEL-2. We are writing to express preference towards the Andover Street station alternatives (DEL-5, DEL-6) and ask the Transit Board to strongly reconsider the Dakota Street and Delridge Way station alternatives (DEL-1, DEL-2, DEL-3, DEL-4) on structural environmental impact grounds. Youngstown is a vibrant neighbourhood with over a century of architectural history and provides affordable housing to hundreds of West Seattle residents, ourselves included. The Dakota Street and Delridge Way station alternatives will result in the destruction of properties and displacement of many of the individuals that the light rail is intended to serve. The Andover Street station alternative would mainly cut through a historically commercial corridor, and would act as a superior location in providing business opportunities through increased foot traffic. Thank you for hearing our comment on the West Seattle Link Extension. Regards, Julian Blair & Charito Domingo 4127 25th Ave SW	Julian Blair
03/08/2022	Your table of impacted historic district properties only lists 2 for 5th Avenue: Bank of America building and the L. Family building with retail stores. Please add in the 3rd property that will be impacted to the Table and narrative.	Betty Lau
03/22/2022	West Seattle desperately needs help due to the huge amount of traffic. Not just because the WS Bridge has been out of commission, but all of the condos built in the area.	
03/24/2022	"Please build the light rail on the 4th Ave to minimize the adverse impacts on CID."	Nancy Kwok
03/19/2022	Keep the Chinese international district in tact as much as possible. Those folks deserve it! Freeways have raped neighborhoods. Not right. Do not continue such raping with light rail. Thank you for listening. Jean Amick 98105 206-601-6123	Jean Amick

03/24/2022	Hi, I would like to express my concern, as a neighbor, who will be greatly impacted by the light rail above ground plan. Mind you I am in favor of mass transit and the light rail access here in West Seattle. However, the cheaper option of an above ground light rail system makes no sense for this neighborhood, its viability, and the loss of homes (due to eminent domain). As I have noted, the above ground option has only been used when the corridor is aligned with a major highway or commercial district. As a neighbor who cares about the viability and quality of life here in the Alaska Junction area, I support the underground option, like all neighborhoods including Mont Lake. In addition, I was recently informed, that the land that is taken by Sound Transit has to be put to a community use. If affordable housing is a big concern, wouldn't a larger number of affordable residences be better served if the land above the tunneled areas all becomes affordable living spaces and businesses? I would prefer and underground option from the West Seattle Bridge and run the light rail right onto 35th which is a fairly wide street. Why not make the middle lane the light rail on the street level much like that of Martin Luther in Columbia City? Nobody would mind access to the light rail in West Seattle at the Avalon and 35th junction where there is already an infrastructure for the commuter buses in and out of downtown Seattle. I feel there needs to be a lot more discussion about the location of the West Seattle line. Thank you, Carolynne Wang (802) 310-9769 5247 42nd Ave SW, Seattle, WA 98136	Carolynne Wang
03/30/2022	Pigeon Hill Neighborhood residents need to know the route of the gondola. We have heard that the gondolas will be whizzing over some people's houses. We need to know. We will be united against the gondola if it will be routed over anyone's home. Paula Bamburg BeingPB@gmail.com	Paula Bamburg
03/15/2022	I also want to second the opinion of the tunnel being currently the best solution. I've always felt that it appeared to be best for a number of reasons, including the ones that were highlighted tonight, but also because I think many of us who are interested in public transit have been on the other buses or even in your car and get stuck with the Ballard Bridge up. That possibility is anathema to public transportation and trains, specifically in that we want to have a reliable timetable, and you can't have a reliable timetable if there's an unforeseen circumstance that is random like the bridge being up, so I think the tunnel is best. Secondarily, perhaps more importantly, I also agree with the person who said that the timeline should be moved up however possible. Of course, I understand this is an issue of funding and other factors, but I do personally think perhaps ironically stating this in a public forum that I think all of our opportunities for public input is perhaps slowing the process down more than it would have to be. I say that as a member of the public, and I'm not an expert. I feel that we shouldn't be relying so much on these sort of input sessions. Of course, everybody should have an opportunity to send in comments perhaps via email and so forth, but, yeah, I think climate change, et cetera, we all understand what I'm saying. I'm done, thanks.	
03/15/2022	I just wanted to talk about the south end of the segment. I want to state that I would prefer like the IBB-3 route because it has the lowest impact on the residents as well as historic buildings that are there. Since I live on Republican, I'm also concerned about noise levels. The tunnel corridor is going to be right outside my apartment, and I'm really, really concerned about that amount of noise that we have. Yeah, I think that's what I wanted to comment.	

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). As a stay-at-home Dad, I rely on quality chef knives and goof knife handling skills to prepare food for my family. This last fall, Bladegallery moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you. Sincerely, Joss Delage 1516 17th avenue East Seattle WA 98112 (206) 498-9854	Joss Delage
03/15/2022	I'd also like to add that I too would prefer in the south interface section the IBB-2 or 3, not the No. 1 that's the proposed one right now. My main concern is that given that this is a residential area and there's also the natural area with Centennial Park and Myrtle Edwards Park, my concern is also the noise because right now in the IBB-1, that's proposed to be above ground. I would prefer whatever tracks to still be underground and a tunnel in this particular area. In this area, there's already the noise from planes, from the freight trains and also from the grain terminals, and so I would prefer not to add to the noise level in this particular area.	

02/18/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Nicole Schulman Home address:9527 132nd Ave NE Kirkland, WA 98033 Email:nickischulman@hotmail.com Phone:3126368891	Nicole Schulman
03/15/2022	Hi, I concur with several of the people who would look for the alternatives that have less residential displacements both in the Smith Cove area, that section, and then the Interbay section. As a person who has received a notice of potential displacement from the proposed alternative, which is the bridge, I believe that this is a rare area in Seattle with very affordable one, two, three bedroom apartments and older apartments. It would be very hard for displaced people to actually find affordable housing outside of where they're living currently. Given the tunnel alternatives, either of them in this area would provide much less disruption for all causes, including businesses and residents and water issues. It makes sense to take the tunnel alternatives. I agree with those on the other side that if it's going to -- if 174 residential units would be displaced, that seems excessive given other alternatives for a little bit more money to spend. Thank you.	
03/25/2022	I live in Georgetown and have been suffering along with so many, through the impact of the closed bridge in the form of increased traffic/congestion/noise/pollution. In thinking of environmental impact, impact to the existing community, cost and time- I AM A FAN OF THE GONDOLA! Taking years and years and spending billions is totally unnecessary. I truly hope the gondola option will be reviewed and considered. Julie Johnson L.Ac. www.thepincushionclinic.com (I minimize screen time Fri. afternoon-Sunday, plz don't be offended if I'm slow to respond!)	Julie Johnson

03/15/2022	Yeah, I just want to ensure that the Helix Bridge that crosses from Elliot Avenue over to the south end of Expedia remains intact, goes over the railroad tracks and provides pedestrian access across the railroad. I want to make sure that none of the alternatives impact that, and also the public parking lot between the grain terminal and the south end of Expedia, that all of that parking is retained no matter what alternative you choose. We fought really hard for that, and that allows people to park there and access the fishing pier. The other thing I want to say is that I think the 15th Street tunnel alternative would be the most successful and the least impactful. I want to encourage that you give a lot of thought to the tunnel that goes down 15th to Market Street. Thank you.	
03/30/2022	Dear Sound Transit, I would like to provide the following comments on the Draft Environmental Impact Statement for the West Seattle segments of the WSBLE project and respectfully ask the Sound Transit Board to consider these comments when selecting the final alignment and design: Duwamish Bridge Segment -- View Impacts: The loss of the Rainier view from the West Seattle (auto) Bridge resulting from the DUW-1a is unacceptable. While Rainier is not visible every day from the WSB, seeing Rainier is a delight and it is a key character-defining feature and experience of travel to and from West Seattle. Strongly recommend building option DUW-1b which may be the same estimated cost compared to the high-end estimate of the preferred option for this segment. 2. Duwamish Segment -- Compatibility with replacement auto bridge: Where is the anticipated footprint of the eventual replacement of the West Seattle (auto) Bridge? Do any of the DUW options limit the replacement of the replacement auto bridge? 3. Delridge Segment -- Convenient Transfers to Rapid Ride Busses a Must: Convenient transfers result in the increased light rail usage. Recommend the DEL-4 option with a station directly over Delridge Ave SW which facilitates convenient and quicker transfers to/from RapidRide buses on the Delridge corridor. 4. Delridge Segment -- Destruction of Neighborhood Units and Character: The preferred option, DEL-1a, and options DEL-1b, DEL-2a, DEL-2b all result in unacceptable removal of existing housing and destroys the character of an intact neighborhood. In a city short of housing, it does not make sense to destroy intact neighborhoods. 5. Impact of Concrete Volumes and Embodied Greenhouse Gas Emissions: Please calculate and consider the embodied greenhouse gas impact from the increased volume of concrete needed for the high bridge options of DEL-1a, DEL-1b and DEL-3? In addition to the visual impact looming over a residential neighborhood and obstructing territorial views, don't these high bridge options use more concrete and result in more upfront embodied carbon emissions compared to the lower bridge options? How is this in alignment with ST's carbon reduction goals? 6. West Seattle Junction Segment -- Station Location: Locate the station closest to the heart of the Junction -- Alaska and California -- (Options WSJ-3b or WSJ-1) to maximize ridership and access to the West Seattle retail core. Stations located along Fauntleroy (WSJ-2) or along 41st (WSJ-3a and WSJ-4) simply miss the mark and will be a long-term mistake. While a few blocks difference may seem inconsequential on a site plan, the additional distance from the retail center and the walk up the hill towards California will continually disincentivize ridership long term. Let's learn from Europe where they put stations in the heart of retail cores and where it facilitates convenient transfers and higher usage. 7. West Seattle Junction Segment -- WSJ-3B Preferred Option if additional funding is secured: Recommend option WSJ-3b (tunnel with station at 42nd and Alaska) connecting with DEL-4 if additional funding is secured. If additional funding is not secured, recommend WSJ-1 due to its proximity to the retail core on California Ave SW. Thanks in advance for your consideration and for including this along with the other DEIS comments in the final EIS. Respectfully, David Walsh, Registered Architect West Seattle Resident	David Walsh

03/15/2022	Hi, this is Janice's son. I actually came over to her house to listen to this hearing, and hearing everyone talk about the tunnel I think is actually the way it should go. My mom and dad have owned property in Ballard for 45 years, and it would disrupt their livelihood if they were to have to sell the property. It's on 14th, and I think going down 15th, which just seems like the more logical place to do that, I think if we did the tunnel down 15th, I think that just seems to be less impactful with all the data that was shown on the slides today. Thank you.	
03/31/2022	I live in downtown Seattle. The preferred alternative in this area, with stations on 4th and 5th Avenues is clearly better than the alternative that runs adjacent to I-5. While constructing facilities along 5th Avenue, I hope that priority will be given to preserving existing existing transit and pedestrian access around the construction. These are and should be the best means of getting around this neighborhood.	Michael Stark
04/01/2022	We are a small business that moved into the neighborhood in the middle of the pandemic at significant cost in moving fees and tenant improvements. Signing a five year lease agreement with the hopes to be in this location for at least 15 years. We simply cannot incur the costs associated with being displaced and may not be able to continue to do business if that were the case. We strongly urge you to consider an alternate route that would not leave our business with such a catastrophic financial lose. Sincerely, Hilary Young Hilary Young Design Associates	Hilary Young
04/01/2022	The blue line (other EIS alternative) is my preference, though it is not a strong preference, as the preferred alternative is also very functional to me. As someone that lives in First Hill, stations closer to the hill are more usable. I use transit mostly for non essential errands and for leisure activities, so I believe the opinions of commuters are more important in this matter.	Noe Loyola
04/01/2022	The shallow 4th option is the best one presented by Sound Transit, but needs to be much closer to the surface if it is to be successful. Shallower 4th and 5th Avenue options for the CID are needed. If making these stations closer to the surface is deemed impossible, alternatives to speed up and improve the rider experience must be included. As proposed, transfers between the two lines are extremely long and clumsy. How will people get to and from the platform, especially maximizing reliability and minimizing transfer times?	Derek Dexheimer
04/01/2022	Since sound transit decided not to run the line down delridge to burien, the delridge station needs to be as far south as possible to capture the most riders	JEROME MILLER
04/01/2022	Hello, I am a resident and owner in the 5th and Madison condominium unit. Please consider the 6th avenue location instead of the 5th avenue one. This will have a very negative effect on our community quality of life and property value for many years. Soundtransit should have considered the location of our residential building or any residential building for that matter before choosing 5th avenue as an option. There are plenty of areas in the financial district with no residential buildings that would be more feasible for this large construction project. Thanks for your consideration. Diego	Diego Martinez

04/01/2022	The shallow 4th Ave station alternative for the new CID Station makes connections more convenient for riders, creates a better station location, and should allow the Midtown Station to be shallower as well. Prioritizing shallow stations and strengthening connections is of utmost importance. In West Seattle, the Medium Tunnel 41st Alternative with Lower Height Andover station is comparatively inexpensive and offers better integration into neighborhoods, including a shallow tunnel station right in the heart of Alaska Junction. The northward shift of the Delridge Station should be insignificant given that most passengers will transfer from buses, but if this alternative is chosen (as I believe it should) a bus loop should be included or at the very least the bus bays should be moved closer to station entrances. Ballard station should be underground at 15th, to provide a more centralized location, allow for better bus connections, and make easier future northwards expansions of the line. The Seattle Center Station on the preferred alternative is very close to the arena without serving the Uptown neighborhood, so shifting the station a block or two west to align with connecting bus routes on 1st Ave and Queen Anne Ave. Finally, 6 minute headways on the two extensions are going to be insufficient, so the lines should be combined with each other and, for greatest benefit, be automated. Interlining WSBLE with the existing Link system mitigates the impacts to the rest of the Link system, but compromise its frequencies and usefulness in the process. By constructing WSBLE as an isolated line, it can be optimized for the urban passengers who will use it.	Charles Reynold
04/01/2022	I am somewhat confused as to the proposed extension of light rail down Elliott Ave West - but I can say that any proposal that impairs or eliminates retail or other businesses along the corridor or impacts the significant running and walking traffic should not be your first choice. The businesses and pedestrians create a "liveness" that is important to that stretch of road - it would be a terrible thing to wipe all that vitality out. The idea is to integrate people and car traffic with the light rail - and just tearing down buildings on either side of Elliott just does not make sense. Plus it will eliminate current and future tax revenue for the city along what is and will become a growing mixed-use corridor. If you leave the buildings then the value of those buildings will only go up and become more valuable as the light rail provides access to that area of the city. Why not run everything along the railroad tracks? There is little there, and the street side of elliott would then be preserved. You could even run it above the railroad tracks. Seems obvious to me -- unless you are fearful of the railroads...	Eliza Ward
04/01/2022	I looked at both alternatives for the extention to ballard though elliott avenue west (interbay). I would MUCH prefer the alternative (non-preferred) route. It would leave the business and buildings along Elliott Ave more in-tact, and actually add to the building values and tax revenue of the city - plus leave loved and valued small business in tact. Maybe even help them. The green belt along there is too steep for anything else, and the work may actually help shore-up that slope. All in all a better alternative to tearing down buildings and displacing small businesses.	Tim Mar
04/01/2022	DEL-2a station is my preferred option. It removes many houses, but best serves the community. With redevelopment option around the station it could finally bring much needed improvements to this underserved neighborhood. The Dakota area stations will best serve the surrounding community into the future by bringing riders to the heart of the area, with Youngstown, the community center and playfields in close proximity. Although options DEL-5 & DEL-6 would preserve more housing units they would not best serve the community residents and limit and future development around the station. This project is a real chance for bringing more development and greater commercial resources to this underserved area.	Ray Talbot
04/02/2022	The station depths considered for the second downtown transit tunnel are far too deep. Ridership and rider experience will be negatively impacted for many decades if the draft plan is implemented. A clean sheet approach prioritizing minimal station depth for all tunnel stations is required even if that delays the project.	Ian Strader

04/02/2022	I would like to strongly recommend the combination of the 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground, which would be preferred for our residential communities. I also recommend these options because, according to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Lastly, I want to note that Table 6-6 does not acknowledge the possible 6 year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on W Republican. This should be a consideration to proceed with not proceeding with the 5th/Harrison DT-1 option.	Kimberly Gonzales
04/03/2022	RE: West Seattle terminus of the proposed light rail extension. Terminating the extension at 42nd Street makes the most sense. Depending on the option selected, it is only a block or two to the bus hub at Alaska and California. Importantly, it is level ground between that hub and 42nd Street, an important consideration for individuals with mobility limitations, particularly wheelchair users. Either above ground or underground would meet these criteria, though underground would clearly have the least impact to those living and working in the junction area. Terminating the extension at 41st Street is far from optimal. While only one block further from the junction that block is down a hill from the level at 42nd Street, a hill that can be slippery when wet or icy. This make access by riders with disabilities, particularly wheelchair users, at a distinct disadvantage. Many might exit the train at Delridge to transfer to the C-Line for the journey up the hill. Or avoid the rail altogether. Terminating the extension at Fauntleroy and Alaska makes little sense. With the high population density in the area and lack of parking facilities, riders coming by car have no place to park so they would have to come by bus. Except for riders already on the C-Line, those coming from other areas of West Seattle would have to come to the junction and transfer to the C-Line for the short trip to Fauntleroy. This just adds time and complexity to the trip and would only serve to limit ridership. It is a good climb from Fauntleroy to California and would likely be difficult for wheelchair users in particular. Today, I doubt if any C-Line riders get off at Fauntleroy and walk to the Junction. As comprehensive as it is, I see the EIS as still deficient in two areas. The EIS claims almost the same ridership numbers for all station alternatives. Common sense would suggest that is unlikely to be true, particularly when the weather is bad. In addition, the EIS has no statements on the impacts to users with disabilities. While I don't know what the ADA requires, common sense would suggest the alternatives have different impacts and that should be addressed at this stage to avoid potential lawsuits further down the road.	Michael Boyd

04/04/2022	Retained Cut Avalon Station (WSJ-5) Better experience (than preferred alternative) as an entrance to West Seattle. Would suggest transit oriented development above western station entrance. Best connection to bus stops on 35th. Assuming most transfer passengers will be connecting to a location to the South, this option allows passengers to get from bus-to-train without crossing a street. Preferred option Tunnel Avalon Station (WSJ-3a) Best pedestrian experience- because station entrances on both sides of Fauntleroy do not require crossing Fauntleroy. Best opportunity for transit oriented development around both station entrances. Would allow Avalon junction to expand to the North. Elevated Avalon Station (WSJ-1,WSJ-2,WSJ-4) best pedestrian connection to lower Avalon Way. But it may be creepy and dark if it's not adjacent to a road. Elevated train will create the worst experience as an entrance to West Seattle Least preferred option	Gina Gage
04/04/2022	I am quite concerned about the downtown segment, especially the depth of the proposed stations, and the resulting inconvenience of access and difficulty of transfers between lines. Given that the second downtown tunnel does not expand the walk shed meaningfully, and is a substantial portion of the overall budget, could ST please address whether interlining of the Ballard-West Seattle line with the existing tunnel would be possible, and the pros/cons of such a choice? Second, as the Ballard segment seems most likely to be tunneled, I would encourage ST to consider sites closer to the historic center of Ballard, such as 20th. 14th in particular is very far from the historic center, and in my opinion would be of little utility.	Keith Jerome

04/04/2022	Hi, Thank you for the opportunity to provide comment on this project. I live at 2818 SW Genesee St and I support the proposed light rail connection to West Seattle because it will improve access for my car-free family to downtown and the rest of the city. I have specific comments on the West Seattle segment. • For the Duwamish segment, please build a fully protected bike lane with intersection improvements to provide save biking connections between the future Delridge station and the West Seattle Bridge Trail and the 26th Ave SW neighborhood greenway. And please maintain safe and comfortable bike access to the West Seattle Bridge Trail during the length of construction. • For the Delridge segment, I support Sound Transit's analysis that the DEL-5 or DEL-6 are the highest performing options. These options minimize displacement to current residents and most displaced residents are unlikely to return to the neighborhood due to the long construction timeline. The DEL-5 and DEL-6 guideways parallel existing neighborhood transitions and barriers such as the West Seattle Bridge and Nucor Steel. I understand the topography challenges of the project, but think the tall guideways proposed along Delridge Way SW and SW Genesee St alignments will feel imposing like a freeway and will feel out of place even if more dense development is built in the future. Please also consider building a pedestrian/bike-only connection along 28th Ave SW between SW Nevada St and SW Genesee St. This will improve station access and provide a more walkable street grid in this area. • If funding is available, I support the inclusion of an Avalon station. While physically close to the Delridge and Junction stations, there are significant grade differences and natural separation between these 3 neighborhoods that warrant 3 stations. • For the Junction segment, I support Sound Transit's analysis that the Medium Tunnel along 41st Av SW is the highest performing option. This option minimizes displacement and balances access to the main Junction commercial area and existing and future development opportunity along SW Alaska St and Fauntleroy Way SW. Simon Blenski 2818 SW Genesee St	Simon Blenski
03/15/2022	I just wanted to say that I prefer the tunnel, the 15th Avenue station option. I went to one of the initial meetings at Ballard High School in 2017. My family and I live close to 14th, and one thing that I asked one of the engineers at the time was if you were going to have the elevated option and you were going to extend it, what would you do? What the engineer told me at the time was that they would have to build a tunnel at the end of 14th where Ballard High School is. It seems kind of -- not only would it disrupt the neighborhood a great deal, but it would also not really be able to be extended. You would either have to jag over on 65th up 15th or it just doesn't make sense. I think that having the tunnel at Market and 15th would allow for extension and be closer to the downtown core of Ballard. Thank you for letting me have the opportunity to speak tonight, thanks.	Brian LeBlanc
03/15/2022	Hi, I'd just like to concur with a handful of other commenters that I would also prefer the Ballard and 15th Avenue station option, particularly alternative IBB-2B. That's all, thank you.	
03/15/2022	Hi, I just wanted to add to all the various comments I've heard tonight about IBB-2A seeming like the better option than IBB-1A. In particular, it has lower displacement across all categories of residents, businesses and employees and does not cost more than the preferred alternative, IBB-1A. I understand that there are many factors of picking a preferred alternative, but believe that minimizing displacements, in particular resident displacement, should be toward the top of your priorities. So to summarize my comments, IBB-2A's tunnel approach has lower displacement at the same cost as preferred alternative IBB-1A. Therefore, IBB-2A seems like the logical choice that will minimize drastically affecting the lives of people in this community, and I hope that your preferred alternative changes to be IBB-2A.	Rafael Lopez

03/15/2022	I was wondering if there is or has been an option to move the Gaylor Street flyover option to have the portal on Republican Street moved farther down on Elliot past the Helix Bridge. Thank you.	
03/17/2022	I love rider south transit	
03/17/2022	Please make sure you do NOT disturb Hing Hay park while building your station. This is a major culturla gathering place and we need to keep this space along with small businesses in the area protected. Please put the station closer to the rail yard on the other side. Thanks. Also make sure that your construction is environmentally friendly as air quality is already poor in this neighborhood.	Monica Street
03/17/2022	Alex Ko gave me great info and made me believe in Sound Transit again! -[illegible]	
03/17/2022	Yes! I think it would be an excellent way, since this is a heavy populated area traveled. I would personally use it often!	
04/04/2022	I live in West Seattle. Why are there 200-600 residential displacements with the West Seattle options, and only 14-105 in Ballard? In the 65th/Roosevelt area the light rail tunnels under all the residences with no displacements that I noticed. West Seattleites are understandably upset and would like an explanation.	Lucia Robinson
03/17/2022	This would be a good idea for connecting West Seattle to Downtown.	Nguyen Nguyen
04/04/2022	Please respect the historical status and do not disrupt the International district that has already suffered enough during the pandemic. Look for alternative routes that would run through 1st or 2nd avenue.	Elizabeth Vigo
03/15/2022	Hello, thanks so much for your patience in taking questions, and thanks for putting on such a detailed presentation. I appreciate all your hard work on this. I wanted to voice my support for the tunnel, the 15th Avenue Station Ballard. That's alternative IBB-2B. That's because I think in addition to minimizing disruption, the construction of an underground 15th Street passage, sort of a crosswalk that didn't need to cross over the busy 15th street arterials, I think that would substantially alleviate the access and the inequity issues presented by that arterial crossing. I also want to advocate for planning that incorporates further consideration of future connections, so those might be future connections to Crown Hill or the University of Washington. I appreciate that Sound Transit has limited scope to investigate as yet unfunded routes, but I do think it's vital for the financial integrity of future projects to perform some proactive planning at the line terminus for those sorts of situations. Thanks so much.	
03/15/2022	Hi, everybody. My comment for today is that while I do appreciate all of the work that Sound Transit has done to craft such a thorough EIS process, I would love to see shallower options for the downtown light rail. From the way that I see it, if I'm a rider downtown trying to get from Pioneer Square to South Lake Union or whatnot, any sort of like downtown to downtown trips, which a lot of folks will be making like myself, it looks like I would be spending a full 10 minutes just getting from the street down to the platform in that time. That's like what's most concerning to me as a rider, and I know it's concerning to a lot of my friends and other constituents and organizations that I speak with as well as the Seattle Department of Transportation staff. I guess I would like to see some deep station tunnel options removed as well as just some more creative problem solving be considered for that. As someone to uses the Capitol Hill light rail station a lot, the escalators and the elevators are consistently down, and the TBs don't even work for the past two or three years. While that's an obvious thing that needs to be fixed, I'm unsure why it's not. I have extreme doubts as to Sound Transit's ability to handle a deep downtown station. If they could eliminate that and come up with better options for riders, that would be great.	
03/22/2022	Hi. So I know that I asked a question earlier, so I'm just following up as mentioned to make a public comment. I'm concerned about the negative impact to the racial diversity of South Lake Union and Uptown with the two routes that you guys mentioned. Could you please study the corner of Fifth Avenue North and Harrison Street which is directly in front of or the side of MoPOP, Memorial Stadium parking, or other alternatives that are removed from, SR 99, Mercer, and the heart of Seattle Center.	Jasmeet Singh

03/22/2022	Thank you. First, I want to say that I fully support public transportation and realize that no solution is perfect; however, I am a bit disappointed that there aren't public forums to consider the adjoining segments together rather than just in silos. Looking at the effects of the adjoining segments together sometimes can sway the pros and cons significantly. Also, according to Tables 6-6 and 6-7, the Sixth/Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of trains underground, which I believe would be preferred for our residential communities. Also, Table 6-6 does not acknowledge the possible six-year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on West Republican. So I believe that this should be a consideration to proceed with not proceeding with the Fifth/Harrison DT-1 option. Thank you.	Kimberly
04/04/2022	Hi, I have recently been reading a lot about the proposed second tunnel through downtown as part of the Ballard and the West Seattle Link extensions (which despite being coupled together by most commentators, should really be separate extensions). The depth of the stations seems like a significant downgrade in the functionality of the system, one which makes me regret my vote for ST3 in the first place. We don't need to be spending billions of dollars for a crap system that will result in worse outcomes for riders. We could screw it up so bad that fewer people will end up taking transit, further exacerbating traffic and climate change. While the delay to the project is unfortunate, I think that Sound Transit should scrap the current plans for Ballard and West Seattle until they can come up with an option that works for riders. If we waste billions of dollars on a terrible rail system, I will never vote for another Sound Transit initiative again.	Andrew Sperling
04/04/2022	There needs to be stations at the Seattle Center, under Queen Ann at parks on the top of the hill, and a couple in Magnolia near the pool and north by the park entrance neighborhood. If you want people to ride this system, you can't be expecting both neighborhoods to walk or take busses to Interbay! Since you already have a N/S line, it would make WAY more sense to run a series of E/W lines than spending all this money trying to cross the canal. Why not do a circular line just north of the canal cut that ties in Ballard to UW at Leary Way, north through the Ballard neighborhoods, past Ballard HS, east to Salmon Way that crosses the N/S line somewhere near UW?	Phil Caldwell

04/04/2022	Overarching comment: These stations are extremely far from the street. 15-20 feet should be the standard, which typically bears capital cost savings and operating savings (no escalators!!!!!!!!!!, fewer trips on elevators = less maintenance). Mezzanines should be avoided outside high traffic stations. When they're needed, low ceilings, triple loaded corridors should be preferred to decrease station height/depth. These aren't museums. We all prefer longer street closures in exchange for better functioning stations. 2.1.2.1.3 Delridge Segment (Prefer DEL-2a) Tunnels should seriously be considered for West Seattle to bring the height of the Delridge station down. 60 feet is still too high, no mezzanine is needed for this station and the platform can easily be 15-20 feet off the ground. If tunneling is not possible, DEL-3 should be preferred for its lower station height. 2.1.2.1.4 West Seattle Junction Segment All these options are bad. A station should be under California Ave (probably with a mezzanine) for easy transfers to buses headed north to Admiral and south to Fauntleroy. Having the station off the street makes it incredibly hard to transfer. Road closures for this are totally worth it. If these changes aren't possible (insane they're not!) WSJ-3b then WSJ-1 should be preferred. These alignments are over low traffic streets which could be pedestrianized avoiding the need for mezzanines. 2.1.2.2.2 Chinatown-International District Segment I'm sorry but all these stations are nothing short of insane, especially the deep bore stations, which are by far the most expensive and unproven tunneling method in the world. A new CID station should be built identically to and adjacent to the existing one either by pedestrianizing 5th Ave and building a station with no mezzanine under it or by reusing Union Station for Northgate bound trains. This is important to reduce the depth of the midtown station, deliver the residents of Chinatown an actually usable station, and reduce capital costs. 2.1.2.2.3 Downtown Segment (Prefer DT-1) These stations are also insanely deep. Anything should be done to reduce these depths and egress times even if it means road closures or disturbances to the city. New Westlake station platforms could easily be 15 feet below the existing ones without serious Link closures. This has been done across the globe!! Single boring this line is a huge mistake given how unproven and expensive it is. Denny station should be less than 50 ft below the street and should have entrances on both sides of Denny for easy transfers to the 8 bus. The Seattle Center and SLU stations are similarly way too deep. The Seattle Center/Uptown station should be at the corner of Mercer and Queen Anne Ave even if it necessitates road closures for easy connections with buses and local businesses. 2.1.2.2.4 South Interbay Segment Again these should be short stations. Smith cove should have a pedestrian bridge over Elliot Way 2.1.2.2.5 Interbay/Ballard Segment A tunnel should seriously be considered, especially to reduce the height/depths of other stations. Just close 15th Ave and Market and build a station beneath it. Please look to examples across the world of stations built beneath streets with few closures to surface streets at sub-seattle costs.	Nicholas Sattele
04/05/2022	Please do not disrupt and diminish our community space in the ID, particularly Japantown, which has lost so much ground already. We are still healing from Covid-19 and just beginning to thrive again, and this construction and large appropriation of space would take the land and the communal space away from so many of our young community members who are looking for a way to contribute to our home. Please. AAPI Seattlites and international students really only have this one safe space in the city. It is wrong to turn here for your new development when white Seattlites have the entire city as a safe space, and will not suffer the same community and emotional loss from this development.	Claire Demorest
04/05/2022	Why wouldn't you go with Del-6 which has the least amount of impact on the community and is the less expensive option. Why are you trying to ruin the golf course natural habitat area and the Delridge playground when there is an industrial area that is suitable?? Also, Seattle is in a housing crisis so why would you get rid of all the lower income homes on Genesee? People can walk 3 blocks to the Delridge and Andover station--most people will connect via bus anyway. Genesee has a bus line so not really appropriate to close it for 2 years either.	Kristin Huff

03/22/2022	Good evening. My name is Sushma Thomas, and I am here this evening because I have a deep interest in the light rail construction project and how it will affect Seattle Center and the arts and cultural organizations housed therein. It is an established fact that there is a huge therapeutic and positive impact from engaging with the arts and cultural organizations, and no better space in Seattle provides this therapeutic engagement than Seattle Center. For the most part, this health and wellness benefit, quote/unquote, that we get from engaging with Seattle Center is generally free, accessible. It's an equitable health benefit. Whether we're walking around the green spaces, the International Fountain, whether I'm, you know, engaging in a educational experience in the museums, I have benefitted hugely from hanging out there. My personal favorite is the Seattle Rep. I volunteer there, another health benefit. I attend workshops, and I have performed in two productions. So, of course, I support the light rail construction because we want many more people to access this prescription for good health and well-being. More reliable and efficient transportation is absolutely needed. Let's be mindful and sensitive to the groups that call the Seattle Center and its environments home. Let's make sure that there is minimal impact during this construction on these groups and organizations that are housed there in a way that we, the public, can continue to access everything that the center offers and in a way that minimizes affecting the operations of this group. So, Sound Transit, please do definitely engage with these organizations and ensure the construction impacts are minimal because ultimately we want this to be a good partnership for all. And if you don't remember anything that I've said so far, just remember this: Seattle Center, hanging out there is just what the doctor ordered. Thank you.	Sushma Thomas
03/22/2022	Hello. We support mass transit in the area and do want Sound Transit to be successful. We do not support Preferred Route 1 or Preferred Route 2 in the South Lake Union stations identified in the draft EIS. It would, one, be removing the Civic Hotel, which has been serving the community since 1962. Due to COVID, it's still serving the community, and the local POC family that owns the hotel has converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during the pandemic; it has also helped a number of people transition into permanent housing. It is this type of business we want to have in our community that will be displaced. Alternative options that don't displace minority-owned local businesses that help the community should be considered. It doesn't seem that Preferred Route 1 or Preferred Route 2 will serve the South Lake Union community and Uptown. During the duration of the construction, Sound Transit will be blocking main roadways and intersections on both of these options. You will be blocking SR 99 and Mercer Street, which are both very busy during peak traffic times and during events in and around the Seattle Center. To be blocking these indefinitely for a number of years will not only be detrimental to the neighborhood but to the city. Please consider different alternatives that do not directly block Mercer Street and SR 99 during construction or will affect these major traffic arterials after construction. Additionally, both preferred routes have a negative impact on the racial diversity of South Lake Union and Uptown. Please study the corner of Fifth Avenue and Harrison Street directly in front, slash, to the side of MoPOP, Memorial Stadium parking, or other alternatives that remove it from SR 99 and Mercer and the heart of Seattle Center. Thank you.	Neha Nariya
03/22/2022	Hi. Thank you guys for listening to us tonight. I would like to advocate for a station placement, instead of the current preferred alternative for Denny in the pink or fuchsia color, for a station at the southeast corner of Seattle Center nearest the Tilikum plaza. There's a tremendous opportunity with two large surface parking lots. Rather than having to demolish a current structure or displace other people, I do believe that this would be preferable, especially to the Seattle Center arts district community advocates that know that the current station placement is just going to be way too disruptive. I also would like to assert that Sound Transit consider the impacts to current rail investments in the area, how South Lake Union is already served by the streetcar. And, unfortunately, the historic monorail only passes through Belltown. This current alignment between Fifth, Denny, and Vine would provide both access to Belltown and Seattle Center together.	Christiano Martinez

03/22/2022	Hello, everyone. My name is Nisha [phonetic spelling]. It seems that this DEIS study has not thoroughly studied the impact on local minority-owned businesses, focusing mainly on census data and then extrapolating from there. And it also seems that the study has not looked into traffic impacts, especially with Mercer and 99 being impacted. I encourage that alternate routes be considered that are away from Mercer and SR 99, like the Fifth Avenue location that has been suggested earlier. Thank you.	Nisha
03/22/2022	Hi. My name is Sugu. I just recently moved to the area being discussed today from New York. And as much as I love and support public transit, especially coming from New York and wanting Seattle to be on the same page as our East Coast partners, I think that a lot of what is proposed seems untenable, and I'm specifically concerned about the effect it will have on the existing local organizations and the diversity of those organizations and the people that they serve. It seems like the general time period proposed in this DEIS is largely untenable, and I would highly hope that we consider other alternatives. Thank you.	Sugu
03/31/2022	My public school education never did give me the necessary history of my "white culture's" disservice to America's peoples of color. Seattle's treatment of our Chinese population in 1886 deserves at least a couple hundred years of apology and some continuing signs of respect for our Asian population. Tearing up 5th Avenue in the International District continues the disrespect. Please let the Chinatown/ID continue its positive development. Please keep that light rail expansion at least a block away from this great district. Sincerely, Charles Meding	Charles Meding
04/03/2022	Hello, In reviewing the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement, I find no mention of the impacts to North-South or Easterly travel through Seattle resulting from separating the existing Line 1 into two separate lines: West Seattle to Everett and Ballard to Angle Lake. There does not appear to be any analysis of the additional time and inconvenience that riders will experience transferring between these lines, the increased travel times, or the decrease in ridership and resulting increase in use of alternative transportation relative to the no build alternative. This issue does not appear to be discussed under the no build alternative, impacts common to all alternatives, or the individual alternatives. The transfer for riders coming from the north (Everett) would significantly increase the travel times (by 10-30 minutes?) to continue to the South or to the East, and likewise in the reverse directions. Section 2.1.2.2.2 describes transfers at the Chinatown-International District Station occurring by a pedestrian undercrossing in one direction, while passenger transfer in the opposite direction would require passengers to go up to street level and then go down to the other station platform, which could be one block away. Alternatively, transfers could occur at the SODO Station (Section 2.1.2.1.1). As above, there are two stations side-transfers allowing a short transfer in one direction, but requiring passengers to walk around both stations to transfer in the other direction. Passengers traveling on the line to Everett would require an additional train transfer at Chinatown-International District Station to travel to/from Redmond (Line 2). The need to transfer stations is a significant impact to travelers between the No Build Alternative and the Proposed Alternatives, and should be explicitly discussed and quantified in the EIS. In light of the impacts to travelers heading to/from Everett, Sound Transit should consider the possibility of maintaining the existing Line 1 alignment and connecting the West Seattle and Ballard Extensions through the new downtown tunnel. Sound Transit should also consider the feasibility of aligning northbound trains in one tunnel, and southbound trains in the other tunnel, allowing easy transfers across center platforms. Finally, Sound Transit should evaluate if the increased transit mobility provided to West Seattle and Ballard areas outweighs the reduction in mobility to travelers heading to/from Everett. Sincerely, Bruce Nairn	Bruce Nairn

04/05/2022	Hi there, My name is Johannes Heine and I live at 4036 32nd Ave SW, Seattle, WA 98126. I wanted to voice my support for tunnel alternatives in West Seattle, specifically: Delridge Segment - Preferred Dakota Street Station Lower Height Alternative (DEL-2a) West Seattle Junction Segment - Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)* Thank you, Johannes	Johannes Heine
04/05/2022	Concerning the Interbay/Ballard part of the project, I strongly support the Segment Preferred Tunnel options IBB-2a and IBB-2b over the other alternatives. Options IBB-2a and IBB-2b both have significantly fewer residential and employee displacements, as well as fewer business displacements and less impact to historic properties. The two tunnel alternatives also have no visual impacts to Salmon Bay and do not impact Tribal treaty-protected fishing rights or access. (ES-38 and ES-39) Since the estimated cost of both tunnel options are no longer significantly higher than the preferred elevated 14th Avenue Alternative (IBB-1a), it is clear that IBB-1a would negatively impact the Interbay community more than the tunnel alternatives. IBB-2a and IBB-2b would provide much needed transportation to the area, while also limiting the negative impact on the environment, the local residents, and businesses. Thank you for your time.	Deborah Bosket
04/05/2022	Please, please reconsider the Thorndyke portal option as an addition to the EIS. This location serves downtown Ballard, and is feasible engineering-wise and relatively affordable. Please. Stations east of 15th don't serve downtown ballard.	Carson Baker
04/05/2022	FORGET WEST SEATTLE !!!!	John Baisch
04/05/2022	The following is support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a fewer number of residences and keeps a longer distance of the train underground. This combination of segments should be selected to help maintain our residential communities as housing is at a premium in the city. Displacing a much larger number of residences when there is an option to not do so seems irresponsible. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater, Cornish Playhouse and KEXP. Therefore, the 6th/Mercer DT-2 should be selected.. These arts organization at the Seattle Center should be preserved without vibration or noise impact. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access multi unit building parking along Republican including parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. It will also prevent waste management service to the Luxe Condominiums as the waste management receptacles are one of the West Republican garages. Additional buildings on west republican will also have their parking impacted. Parking is scarce as it is. Additionally the Luxe Condominium building of 39 units will suffer permanent noise and light impact. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead. Overall, the 6th/Mercer DT-2 option in combination with the the Prospect Street Station/Central Interbay SIB-3 segments seems to be the best for the Uptown (Lower QA) community.	Sandra Hungerford

04/04/2022	Chapter 5 Cumulative Impacts is entirely too vague and over generalized in describing displacement, demolition, construction and post construction impacts on CID residents, visitors, businesses. In order to genuinely know what possible impacts there are, the authors would have to know the community thoroughly: its institutions, its elderly non English speaking population, the family associations, tongs, social organizations, schools, youth activities. For example, the ventilation system. Who would it impact with demolition, construction and post construction venting? Where are the studies predicting the health impacts on local daycares and programs serving over 1200 elderly residents, not to mention hundreds more who come for culturally appropriate medical services?	Betty Lau
04/02/2022	First, I want to say that I fully support public transportation and realize that no solution is perfect. However, I am disappointed that there aren't public forums to consider adjoining segments together, rather just in silos. Looking at the effects of adjoining segments together sometime can sway the pros and cons significantly. That said, I would like to strongly recommend the combination of the 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground, which would be preferred for our residential communities. I also recommend these options because, according to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Lastly, I want to note that Table 6-6 does not acknowledge the possible 6 year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on W Republican. This should be a consideration to proceed with not proceeding with the 5th/Harrison DT-1 option. Thanks, Kimberly Gonzales	Kimberly Gonzales

04/05/2022	I strongly support the DEL-2a/DEL-4 and WSJ-3a/WSJ-3b Alternatives as outlined in the EIS. I feel that an elevated guideway would irrevocably harm the neighborhood of Alaska Junction and change its unique character forever. I have seen how the underground stations at Capitol Hill, Beacon Hill, Roosevelt, and U District have maintained the character of the neighborhoods they serve, while also promoting new development and opportunity. For me, several years of cut-and-cover construction mayhem is MUCH better than an elevated eyesore that stains the community for generations. I love what Sound Transit has done in the Roosevelt and Capitol Hill neighborhoods, with TOD on top of an underground station, while street-level life remains unperturbed. In my mind, it would be preferable to not build West Seattle Link at ALL rather than build an elevated guideway through Alaska Junction. I feel that a properly built Link in West Seattle would bring new life to the neighborhood, but only if it is underground west of Delridge Way. I support the CID-2a Alternative (no preference between diagonal or 5th Ave S only) as it would minimize impacts on 4th Ave S, which is a major thoroughfare. I would also support any and all proposals for direct underground connections between platforms at International District/Chinatown Station. I fully support the DT-1 Preferred Alternative, as it remains close to the centers of each neighborhood. The Seattle Center Station remains close to Climate Pledge Arena (the Kraken will be here for decades to come!) and the Denny and South Lake Union Stations are able to serve the SLU neighborhood well. Furthermore, I think the Midtown Station being on 5th Ave is just right, as a 6th Ave station would be too far uptown for my taste. 5th Ave serves Downtown just right, in my opinion. I fully support the SIB-1 Preferred Alternative, as the Smith Cove Station remains close to Expedia, the cruise terminal, and the Magnolia Bridge. Having the station closer to these important destinations will improve ridership to this area and encourage development on Elliot Ave W. I STRONGLY support the IBB-2b Alternative, and wholeheartedly reject ANY alternative that includes overhead tracks in Ballard. See my comments for West Seattle, but I feel that overhead tracks would harm the neighborhood and hinder development. Furthermore, if Link were to be extended further north of Ballard, the harm would be continued for blocks and blocks north. I do not want another I-5 ripping through Seattle... underground is the only alternative I accept and support. Furthermore, I would prefer an underground station along 15th Ave W versus 14th Ave W as it is closer to the center of Ballard and would allow for an underground passageway below 15th Ave W. I LOVE the passageway underneath Broadway on Capitol Hill and would want something similar for 15th Ave W, a much busier arterial road.	Joelle Erickson
04/05/2022	Having studied the Draft EIS Alternatives for the Chinatown/ID Station, I am strongly in favor of the 4th Avenue alternatives with top choice given to the 4th Shallow and second choice to 4th Deep alternatives. The 4th Avenue Alternative displaces far fewer businesses In Chinatown/ID. We who live and work in Chinatown have been displaced and disrupted far too long for projects such as the initial Light Rail project, I-5 construction and so on. The 4th Shallow Alternative is preferred also because it connects to all Downtown and SODO alternatives. I strongly oppose the 5th Avenue Alternatives as it will cause far more disruption for those living in the CID like myself. I have been a resident of the CID for many years and enjoy living here. I do not want years of my life so disrupted and inconvenienced as would be caused if the 5th Avenue Alternatives were selected.	Donald Liu
04/05/2022	The graphic design of your Draft EIS needs improvement. It does not increase the average person's understanding of the various alternatives. Secondly, tunnels are better than at-grade or elevated designs for light rail.	Jean Schwinberg
04/05/2022	There needs to be a tunnel into West Seattle. The elevated structures destroy all feel for the neighborhood and set an extremely difficult precedent for future extension to the south. The tunnel option to 41st uses existing space and is perfect for transit oriented development. It also provides a much lower bridge through Delridge.	Jason Little
04/06/2022	Seattle center station - republican is the way to go. Closing Mercer for an extended amount of time would kill uptown and make a nightmare for anybody living or working on Elliott magnolia queen Anne corridor. Plus Mercer is for cars there is no way to add a pleasant and functional pedestrian and bike environment along it! Both have the same bus connections really. Sound transit should be thinking about how best they can redevelop property they take from owners...developers can develop as well as sound transit	Cindy Kozak

04/06/2022	Commenting as a magnolia resident at 3535 W Howe St.: I am an adamant advocate of the Magnolia Bridge finally getting replaced. I hope this fits in with your plan to route the Link rail to travel from Elliott Avenue West elevated on the West side of Interbay Golf Center. I would oppose the elevated tracks on 15th avenue West for many reasons. One, I don't believe there would be many riders from South Magnolia. Check the Bus use and you will see. Many of us own electric cars. We are not going to Bus to the Link rail, ever. for those going to and from Ballard there is the Bus D line. Two, the disruption to the traffic flow would be insurmountable when I-5 is clogged. Also, The Port traffic disruption for minimal users. Smith Cove makes more sense for Cruise ship travelers and the S. Magnolia residents could walk there. Sincerely, Alana Morris 206-275-3445	Alana Morris
04/06/2022	we need to prioritize riders access to stations to make sure they are not too deep. The CID option for 4th Ave/ Shallow is the best. it would incorporate union station as a true transit hub and be easily accessible for riders. For Westlake station, it needs to be shallow for easy transfers to the existing line. the 5th ave alignment is best, but please rethink the current depth. right now it is way too deep.	Peter Nigh
04/06/2022	I am commenting in support of having a station in North Delridge. The station needs to be accessible on foot easily from both sides of Delridge, and should not be located any further south than Genesee. I am against any route that goes through Pigeon Point however and I think it is important that we route the line either along the north side of the bridge or across harbor island.	Nathan Hemphill
04/06/2022	For West Seattle: I support the "Preferred Long Tunnel Alignment". The Long Tunnel Alignment portal puts it directly into the hillside along Genesee St to the east of Avalon. …The Long Tunnel Alignment supports businesses by not displacing them; and keeps West Seattle neighborhood of the Alaska Junction beautiful as it is now.	R MS
04/06/2022	I am a resident living on 42nd Ave SW near the Junction. My husband & I have lived in our home since 1997. I DO NOT want to see any lightrail coming through, or even near, our lovely neighborhood! Anything above ground is unacceptable unless you are planning it on a main arterial like Fauntleroy Way or Delridge. We deserve a tunnel! We have no bridge and have had to deal with that for 2 years. My husband & I had to pay over $10K, to move both of our businesses, in order to get to work after you closed down the WS Bridge. This is a crazy decision, like so many City Council decisions, ruining our neighborhoods, taking away valuable lanes on our city streets, minimizing parking, allowing the homeless situation to be out of control. The number of old disgusting motorhomes are starting to pile up, between 9th Ave SW and 16th Ave SW, on SW Henderson. Get rid of them! Not fair to the homeowners that pay taxes and have to deal with this right in front of their homes. Do something good for our community for once. Make a good decision, TUNNEL TUNNEL TUNNEL! Sincerely, Shellie Nelson	Michelle Nelson
04/06/2022	All of these plans are expensive, disruptive and will be imposed on the North Delridge Neighborhoods unfairly. This will inevitably lead to neighborhood degradation, while the benefit will only be to those outside the area. Please reconsider the preferred route as it and the others demand too many homes be destroyed and the neighborhood split and potentially ruined. Why do other Seattle neighborhoods given tunnels and underground stations but we get 140' tall Disneyland rides? Why are Pigeon Point and North Delridge asked to sacrifice so much when other neighborhood's transit riders will just carelessly ride over our blighted landscape? All of these designs I feel strongly show a lack of imagination and a bulldozer's love for destruction.	Jim Sander

04/06/2022	I have been a West Seattle resident for over 40 Years. I have been at my current address at 4857 41st SW since March 1987 (35+Years). I have seen many changes in the WS Junction area through the years. I understand that change in neighborhoods is inevitable however, serious considerations need to be given to try and maintain the historical integrity of all West Seattle neighborhoods, particularly the Junction area. An elevated track would not blend into the current older architecture of this historic area. If mass transportation is a "must" why would it not make more sense to use a tunnel. / or consider a gondola concept. Tearing out blocks of established homes / business to accommodate a Monorail Terminal Station and or turn around doesn't seem to justify in itself. Once a decision is made and it becomes apparent that certain homes / neighborhoods will become a case study in eminent domain owners in these impacted neighborhoods will be severely impacted financially. Who would want to buy a home knowing they would soon have to sell ? Who would care to buy a home without understanding the noise and surrounding environmental impacts ? What is the City's plans to mitigate these situations. Respectfully, Sound Transit needs to implement a Transit System that blends into the current historical community not redefine a transportation system at the expense of the current established West Seattle residents affected.	James Rillera
04/06/2022	Thank you for the detailed information on station options; thanks also for a recent blog post detailing reasons for the great depth of several stations. I think that depth from surface is less of an issue as long as significant vertical-access redundancy is incorporated into the designs. MORE IMPORTANT is the need to make train-to-train transfers as fast as possible — would STRONGLY encourage choosing the options that will best facilitate this. Thank you.	John Dunn
04/06/2022	I am a resident of 909 5th Ave. I am against the proposal for Midtown station entrance at 4th & Madison. It will impact our daily life negatively. I have safety concerns about the station and it potential damage to our building. Construction-induced noise, vibrations, dust, odors, and other air pollutants are a concern as well.	Lexie Chen
04/06/2022	My husband and I are gravely concerned about the impact of an above ground station. We live on 42nd Ave and an above ground station would completely uproot our family as the track would go right over our house. My husband and I both work in west seattle and our children go to school here. It is home and it would be devastating to us and our neighbors to have to move especially when our property values will go down and we and others most likely won't be able to buy in the area. We support light rail coming to west seattle but would want the underground option. We also don't see the point of having three hubs in west seattle so close together. As someone who lives and works here the hub on avalon would make more sense. It's closer to the bridge and it's central to 35th, Delrige and California. The underground option is the only option we see that will not completely disrupt and negatively impact the social and economic aspect of our and our neighbors lives. We would strongly encourage sound transit to go with the underground option.	KATIE BLANCHARD

04/06/2022	To whom it may concern, Thank you for the opportunity to comment on West Seattle and Ballard Link Extensions. We are a group of students attending the University of Arizona studying Natural Resources and the Environment. After reading the Draft EIS, we would like to raise our concerns to the U.S. Department of Transportation Federal Transit Administration, Sound Transit, and other cooperating agencies regarding West Seattle and Ballard Link Extensions. Firstly, we see issues in the displacement of Seattle residents and businesses. Secondly, we are concerned with the critical habitat of listed salmon species in relation to the tribal treaty-protected fishing rights in the area. We know that if these issues are addressed, the project will be a beneficial addition to the citizens of West Seattle. Over the past two decades Seattle has experienced unprecedented growth and we are in agreement that the city would benefit from fast and reliable transportation within these densely populated areas. However, the preferred route and the other alternatives presented in the EIS will also cause long-term, perverse outcomes for local residents. An estimated 650 residences will be displaced due to the construction of this project with still more residences being adversely affected by construction due to noise, vibrations, and traffic congestion. It is stated in the executive summary of the EIS that "The adverse effects associated with displacement of businesses and residences would be effectively mitigated by implementation of Sound Transit's real property acquisition and relocation policy and design measures, and best management practices would reduce the severity of potential construction impacts. In addition, Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion." These property acquisitions and relocations will affect minority and low-income households, including the displacement of affordable housing, including Seattle Housing Authority property. Changes in bus transit operation, such as route changes, would impact transit-dependent populations for the duration of construction which is an estimated ten years. Finally, if the displaced residents are no longer in the area where the new rail system will be located, they may not experience the benefits of the project. In order to circumvent this large number of displacements, we would like to see additional exploration of route alternatives. We would like to propose exploration of 5th Ave North and Harrison St for the South Lake Union Station. The Memorial Stadium parking lot could be utilized as a "staging area" having minimal impact on traffic during construction. In the same way there is residential displacement, there is also business displacement in each of the areas the link extensions plan to build. Multiple locations in this project are on waterways that businesses depend on. Some of the alternatives in Duwamish and Interbay/Ballard area will impair the operations of waterway transportation and the shipment of products. This can result in a broader effect overall on regional jobs and incomes more so than just the jobs and businesses directly impacted by this project. In the Deldridge area, all the alternatives listed in the DEIS would displace a small business center that houses a coffee shop, a sandwich shop, and a deli mart in an area with limited neighborhood commercial uses. In SODO and Interbay, there would be a United States Postal Service Carrier and Annex buildings that would be displaced in a few of the alternatives listed. The project would be delayed in that area until a new replacement facility is built and the Postal Service Carrier is relocated, only at that point could the construction for the WSBLE. One of the last major business displacements that would take place during this project would be the relocation of the Metro's Ryerson Bus Base in Chinatown in one of the alternatives. There would need to be an alternative location for the bus base prior to the start of construction and displacement. Sound Transit would have to coordinate with Metro about capital, routing, alternative locations, and management strategies. As mentioned above for the residential displacements, we would like to see additional exploration of route alternatives that would not displace so many of these businesses. As acknowledged in Chapter 4 of the DEIS, Seattle has been a home to many Indigenous Tribes since years before Euroamericans industrialized the area. The Duwamish River and specifically Salmon Bay has provided many resources for both the Muckleshoot and Suquamsih. Because of the cultural significance of the area, the Muckleshoot Tribe and the Suquamish Tribe have treaty protected fishing rights in the Salmon Bay area. It is known by Sound Transit and cooperating agencies that placing infrastructure for Ballard Link Extensions will interfere with the treaty protected rights of the Suquamish and Muckleshoot Tribes. The EIS mentions that there would be coordination between Sound Transit and the affected tribes to mitigate this issue, including a plan for " proper treatment of archaeological resources that may be identified during construction" (Section 4.3.16.5), while this measure is beneficial, in the Final EIS we would like to see some examples of how Sound Transit will avoid harming the areas in which the treaty protected fishing rights are, or how your agency will accommodate the loss of culture or resources the Muckleshoot and Suquamish tribes will face if Salmon Bay is made unavailable by the construction of Ballard Link Extensions. As well as making sure that the area mentioned before is having sufficient care brought into place, concerns of the endangered species within the area have been brought to attention. In-water critical	Megumi Talley

	habitats are to be permanently removed which impacts the endangered salmon within the area. Although this was mentioned in the EIS there were no noticeable solutions on how to help the salmon mentioned. It seemed to be skimmed over. As people who care about the endangered species we think that further science needs to be put in to reassure the people that the salmon in this area won't lose their critical habitat. In summary, we would like to see more focus on the displacement of individuals and businesses of Seattle, the treaty-protected fishing rights of multiple tribes in the area, and the loss of critical habitat for salmon. Again, thank you for taking the time to read over our concerns in relation to the West Seattle and Ballard Link Extensions. Sincerely, Krysta Cotten Megumi Talley Kaya Curry Jayden Carillo University of Arizona - Natural Resources and the Environment	
04/06/2022	I'm concerned about the preferred location for the Ballard station at Market and 14th. That area is notoriously unfriendly to bikes and pedestrians with lots of car traffic coming from the Ballard bridge. This is an impediment to ridership since the majority of riders will be arriving via foot / bike and some by bus. Another con of the proposed location is that its a far from the core of Ballard which lies 6 blocks west around Market and 20th.	Ankur Dhoot
04/06/2022	Hello, I live in West Seattle and my comments are focused on the W. Seattle Extension. The bias I have is reducing the impact to my fellow residents. Slide ES-12: My preference is ES-12 because of the low impact to the residents and slightly higher impact to business as compared to the other alternatives. Slide ES-14: Agreed with the DEL-2a route. Slide ES-23: Either tunnel option is preferred to maintain our community and it has the least impact to the community. The 3yr closure is a minor inconvenience compared to an elevated railway.	Greg Deviny

04/07/2022	While I support better transit my business has been displaced several times from expansion. Seattle is loosing more and more affordable buildings and loft style work spaces forcing us out of the city. I am on Elliott Ave west and had located my business on Elliott for 15 years. It seems a cleaner less destructive path would be along the already wide open North south rail tracks or raised style above street. Can you please provide more details on alternative routes not taking out several buildings and displacing our businesses on Elliott? Thank you Richard	Richard Brown
04/07/2022	I do understand why an elevated option is preferable for financial and timing reasons, however elevated rail tends to end up having “dead zones” underneath and will completely change the character of the neighborhood, not to mention creating more hardship for residents who will need to move or put up with rail right next to their homes. I strongly prefer a tunnel or gondola option for the segment of the line going through the Avalon neighborhood.	Katie Kadwell
04/01/2022	To the members of the Sound Transit Board: I am writing to voice my support to route the West Seattle & Ballard Light Rail expansions through the 4THAVENEUE & JACKSON ST OPTION. The proposed 5thAvenue option will destroy and displace Seattle’s Chinatown and International District, a neighborhood my family and friends frequent every month via Light Rail. Did you know over 25%/9,000 of the UW's undergraduates are Asian American or from China? One of the reasons these high academic achieving students choose the University of Washington over other universities (like UMich, Cornell, Purdue) is because of Seattle's vibrant Chinatown and International District. On behalf of these students who don't have a voice, please route the West Seattle & Ballard Light Rail expansion through the 4th AVENUE & JACKSON ST OPTION. Thank you for your consideration. Thank you for not destroying and not displacing Seattle’s Chinatown and International District. Sincerely, Missy Chow 1802 E John Light Rail Capitol Hill Station 98112 P.S. The new U District and Roosevelt stations have great maps and tourist information. Good job! oops. type-o. 4th AVENUE & JACKSON ST OPTION my apologies!	Missy Chow
04/05/2022	Hi there, My name is Johannes Heine and I live at 4036 32nd Ave SW, Seattle, WA 98126. I wanted to voice my support for **tunnel *alternatives in West Seattle, specifically: - Delridge Segment - Preferred Dakota Street Station Lower Height Alternative (DEL-2a) - West Seattle Junction Segment - Preferred Tunnel 42nd Avenue Station Option (WSJ-3b) Thank you, Johannes	Johannes Heine

04/07/2022	The more I review the study the more I believe we need the tunnel option at 41st and Alaska. A light rail is not an invisible structure. A surface/elevated light rail will create unwanted noise and vibration, environmental concerns, impact residential housing, decrease value for adjacent homes, and social impact on the neighborhoods immediately adjacent to an elevated track. I still question the need for two stations (Avalon and Junction) being so close. These must be combined as one station located on the same block as Trader Joe's. Yes....this means no more Trader Joe's. On a different note I'm disappointed that the gondola is not being taken seriously. I've traveled in them and they're great people movers with low enviroental damage and a lesser price.	John McAlpine
04/07/2022	The Ballard station options are at 14th and 15th Ave NW which are nearly a 20 minute walk to downtown Ballard. Sound Transit should reconsider a 20th Ave Ballard station. South Lake Union station is also poorly located. Let's move the station closer to the Lake Park and the dense office/housing area. Pairing a station with a pedestrian bridge over Mercer St would vastly improve mobility around SLU. The "Preferred alternative" for the Seattle Center station is a great choice. It's directly outside of Climate Pledge Arena and McCaw Hall and is the best option for the city. Downtown transfers from the Ballard line need to be quick and convenient. Make sure we're building those stations intelligently.	Jacob Tukel
04/07/2022	Several of us just moved to Avalon and we oppose Del-5. We would support WSJ-3a or WSJ 3-b!	Tanya Hurst
04/07/2022	The Ballard station options are at 14th and 15th Ave NW which are nearly a 20 minute walk to downtown Ballard. Sound Transit should reconsider a 20th Ave Ballard station. South Lake Union station is also poorly located. Let's move the station closer to the Lake Park and the dense office/housing area. Pairing a station with a pedestrian bridge over Mercer St would vastly improve mobility around SLU. The "Preferred alternative" for the Seattle Center station is a great choice. It's directly outside of Climate Pledge Arena and McCaw Hall and is the best option for the city. Downtown transfers from the Ballard line need to be quick and convenient. Make sure we're building those stations intelligently.	Renae Tukel
04/02/2022	I would like to strongly recommend the combination of the 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground, which would be preferred for our residential communities. I also recommend these options because, according to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Lastly, I want to note that Table 6-6 does not acknowledge the possible 6 year displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on W Republican. This should be a consideration to proceed with not proceeding with the 5th/Harrison DT-1 option. Thanks, Kimberly Gonzales	Kimberly Gonzales

03/27/2022	Dear Sound Transit and Seattle City Counsel, Please build on 4th ave NOT 5th ave. Construction on 5th Avenue in Chinatown to Japantown means: 1.Full closure of King Street, S. Weller and 5th Avenue for several years 2.Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th 3.Gas, water, electrical shut offs to businesses, non-profits and residents 4.Daily dump trucks, cement trucks, cranes, supply trucks, delivery vehicles 5.Construction workers taking parking from businesses 6.Increased noise & air pollution, dust, dirt, vibrations 7.Taking property from owners of color for demolition and resale after construction 8.Endangering lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours 9.Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks in addition to prior loss of 3 blocks for Transit Tunnel Thank you for your time and consideration. Respectfully, -jim Y	j Yamaguchi
03/24/2022	Okay. Hi. My name is James McIntosh, and I'm with the Sierra Club, and I'm also with the Washington Council of the Blind. Well, my comment is I'm a little concerned about the depth of the some of the alternatives, that when you have a very long ways to get down, that's extra time spent on the vertical conveyance, the escalator or the elevator. That just takes time from your overall transit trip. So it may not be possible to build more at the ground level, but I'm just a little concerned about the depth of some of the alternatives of the tracks. And I'm also very concerned with pedestrian access in that area. Right now the current pedestrian access between the King Street Station, which is Amtrak and Sounder commuter rail, and the Union Station, International Station, the pedestrian access is just terrible. It's awful. It's very unsafe, especially the one crossing on Fourth Avenue. So I would suggest building an underground concourse, and I'm not sure if that's been addressed or talked about, but a very safe, clean, well-lit underground concourse connecting the King Street Station and the Sounder commuter rail, yeah, with the commuter rail. So just to put a safe, clean, visually impaired-friendly commuter, you know, pedestrian access is just really important so you are not going up escalators, down escalators, you know, up elevators, and you can find where you're going. Okay. Great. Thank you very much. Looking forward to the final plans. Thank you.	James S McIntosh
04/07/2022	Hi there, I'm writing to oppose the DEL-5 - Support goes for the WSJ-3a or 3b please. Tanya Hurst Jesus Barrientos	Tanya Hurst
04/07/2022	Hello. Thank you again for having this. I'm part of the Chong Wa Benevolent Association that is located in Chinatown, and we have very large concerns about the Fifth Avenue choice. If you decide to use the Fifth Avenue, you'll have the full closure of King Street and Weller and Fifth Avenue, which creates a lot of issues. And your staging area, I'm assuming that the staging area is going to be on the empty lots that the Sound Transit purchases, which cause Sixth Avenue really bad, bad traffic and bad health and bad noise and bad everything that comes with large construction projects. And if you were to, that would basically kill that area, which will kill all of Chinatown because nobody wants to come down into a construction area. Now, if you go Fourth Avenue, all that area does not touch our neighborhood, and if you don't touch our neighborhood, then we're all good. We can exist happily together. But Fifth Avenue, we're not going to be existing happily forever. And as far as -- I found out that your ventilation tubes to let the air out and into the tunnel is going to be located right there on Weller and Sixth Avenue. And there has not been mention about that ventilation to the community, and that's a big, big, big disruption. Thank you.	Brien Chow

04/05/2022	To whom it may concern, I am a long time Seattle resident and have recently heard about sound transits plan to make another train Station in the CID. I urge you to wrap this new station along fourth Avenue, Leslie disrupting fewer important businesses in the heart of Chinatown. I hope that you take the cultural importance of the international district into account and your decision making, and that you do not destroy this valuable piece of Seattle history. Sincerely, Lillian King	Lillian King
03/24/2022	Hi. I'm Meilani. I am a resident and worker here in the neighborhood, and I really have concerns about all of the alternatives presented for the CID. I want to second what Auntie Betty said around the fact that the plan does not seem community15 and people-centered, especially when you're looking at like the impacts and you see like 30,000 cars being rerouted. Well, where are those cars being rerouted? Like, they're being rerouted through the neighborhood. And I think so many people look at this neighborhood as like a business district, but really it's a residential neighborhood, and there's people that live here and especially elders. So how can we possibly compensate the gentrification, the environmental, the health impacts that the neighborhood is being subjected to? And I think this is a very clear comparison to when the 5 was cut through the neighborhood and all the impacts with that, and it seems to me that the neighborhood is getting bitten up and getting smaller and smaller without reference to the people that are here. So for the board, I would really recommend looking at the impacts to community and seeing, when you're talking about rerouting traffic, where is that traffic going, what are the community impacts of that, like can ambulances get to elders that need it, and those sort of things. Thank you.	Meilani Rose Mandery
03/30/2022	Before leaving office, Mayor Jenny Durkan announced a housing crisis in Seattle. Light rail will remove 400 - 600 homes in West Seattle. The DEIS claims: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." Where are these available homes? Let’s look at the Gondola alternative please. Cheers, Michael West Seattle resident	Michael O'Brien
03/24/2022	Okay. My name is Ron. I'm a concerned citizen. I'd like to mention that much has been written about the Chinatown-International District as a cultural clump of cells, American-Asian community. Often mentioned is the Uwajimaya supermarket, the Wing Luke Asian Museum, and the China Gate located at Fifth South and South King Street. There's much more than that with its local businesses and shops, senior and low-income housing, assisted living facilities, community organization, churches, and much, much more. Seattle's first Chinatown was located in Pioneer Square. Around 1885, about 500 Chinese lived in that area. Following displacement and the great fire of 1889, the Chinese moved to what is considered the second Chinatown, which is where it is located now. It was rebuilt on reclaimed land because of the Jackson Street regrade. Many buildings erected more than 100 years ago by the Chinese community still exist and are often refurbished. I just want to mention that the China Gate was built as a gateway to this historical district in recognition of the accomplishment of these people. I believe the priority should be that the CID historical core should be given the same consideration, the same as the Pike Place Market. Thank you.	Ron King

04/02/2022	First, I want to say that I fully support public transportation and realize that no solution is perfect. However, I am disappointed that there aren't public forums to consider adjoining segments together, rather just in silos. Looking at the effects of adjoining segments together sometime can sway the pros and cons significantly. That said, I would like to strongly recommend the combination of the 6th/Mercer option with the Prospect Street Station/Central Interbay SIB-3 option. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground, which would be preferred for our residential communities. I also recommend these options because, according to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Lastly, I want to note that Table 6-6 does not acknowledge the possible 6 yr displacement of over 27 indoor secure garage parking spaces in one condo building which has its access on W Republican. This should be a consideration to proceed with not proceeding with the 5th/Harrison DT-1 option. Thank you, David Gonzales	David Gonzales
03/24/2022	Hi. Good evening. My name is Kelly Brunson [phonetic spelling], and for the past 15 years, I've lived in Seattle and lived about less than a mile from the International District; however, my cultural identify is not one of the nationalities represented within the International District. So I can't really speak to what exactly the community wants, but as a resident living in this area for the past 15 years and seeing the numbers of the businesses that would be affected by this project and knowing that there are several areas around the International District that are not in the International District that are, you know, more industrial spaces and don't have as much effect, I do question the impact on the International District. And I think that what I've seen within the International District is there needs to be more revitalization and help to improve the area and improve businesses. Many of the businesses have been disproportionately affected by the pandemic, and I just think that this project would impact the losses even more. I know that Seattle values cultural spaces, and I think that we should be doing what we can to preserve these cultural spaces. As one of the speakers mentioned earlier, that the goal of these projects is to make great neighborhoods around stations, and there already is one. So I would like for people to consider that and continue to listen to those that live in the neighborhood and what they think is best. Thank you so much.	Kelly Brunson

03/24/2022	Hello. My name is Aya Chong Ducey [phonetic spelling]. I am a concerned community member, worker in the neighborhood, and my family has had a small business in the neighborhood for almost two decades. And I'm very concerned about the CID alternatives presented by Sound Transit, particularly the three Fifth Avenue options. As per the information shared this evening, the Fifth Avenue alternatives would displace 18 to 19 businesses, and this doesn't even include the many more businesses in the area that would be negatively impacted by the construction process. Historically, our community has already faced much challenge, including the construction of I-5 without regard for the people who live here and are part of the neighborhood community. And I'm also thinking about the construction of the Seattle Streetcar, which was a much smaller project and yet had a negative impact on local businesses throughout the construction. Several family businesses actually closed because of this. And so the CID, you know, it's an important space for the Asian-American community in Seattle, and, you know, it is a community which has also struggled amid the pandemic and the rise in anti-Asian hate which we have seen. And so I urge the board to consider this project from a social equity perspective. This is a vital neighborhood for many communities and an asset to greater Seattle. And, you know, construction of a Sound Transit project on Fifth Avenue, you know, and all the negative impacts from its construction, the displacement of businesses and, you know, potentially disruption of, you know, walkways and access to different social services would be catastrophic. So I just wanted to voice my concerns.	Aya Chong Ducey
04/05/2022	I'm writing to urge Sound Transit to lay Light Rail tracks under 4th Avenue, instead of 5th Avenue. If Sound Transit purports to be for racial equity and inclusion, then it needs to protect one of the most marginalized communities of color in Seattle: Chinatown International District (CID). As you now know, construction on 5th Avenue may be less pricey, but it would shut down the businesses between South Jackson and South Weller and displace community members. The CID houses not only the Asian community, but also a significant amount of elders who are immigrants and low-income. Please do what's best and protect these groups. Thanks, Yoona Yoona Lee (She/Her) Visual artist | Writer www.rhymeswithrace.com	Yoona Lee
03/24/2022	Hi. My name is Yoram [phonetic spelling], and I'm actually a current resident. I'm still kind of processing the presentation and the information, and I guess the options presented in the presentation itself was kind of concerning to me. And many of the comments that people shared before kind of articulated some of my concerns. But I just want to state I live and I work locally, and I'd really like the Sound Transit and whoever's kind of leading these projects to examine how these kind of negative impacts continue to display the disproportionate impact on communities like us, on people that are disenfranchised historically. It just seemed like all of the options presented were bad, and it just seems like there must be a better option. I can't imagine 19-plus families or businesses not having a place to go, even if they are compensated financially. It changes the landscape of this actual neighborhood. I guess that's all I have to say today, and thank you so much for providing the translations and having it be accessible that way.	Yoram

04/07/2022	West Seattle Tunnel is the best option. Least impact to the community and will allow West Seattle to expand and thrive around the station. Adding above ground rails will detract from the neighborhood, add noise, and deter people from moving/spending time in the area. – Delridge station – DEL-6, Andover lower-height option: lowest residential and traffic impact. – No Avalon station – Too expensive, too much construction in a critical location, and too close to the other stations. – Junction station – WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground. – Medium tunnel option – Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations.	Carson West
02/19/2022	In recent years, I've been a repeat customer of Blade Gallery because I am a knife collector. It is a significant hobby for me. I've become well aware of just how large a store front business Blade Gallery operates and how they have relocated and expanded. Being a retired accountant, I understand just how costly such an undertaking can be for a business the size of Blade Gallery. The payoff for their investment in expanding their business will certainly not come quickly. I understand there is an intention to seize their brick and mortar location via the process of eminent domain. Personally, I believe eminent domain is more often abused by government than utilized for a genuine public good. It is my observation that the idea of light rail or high speed rail for the United States is a waste of money. People don't want to give up their cars and the type of jobs people have these days just don't comport with the idea of a fixed transportation schedule. The closest thing which serves that purpose nowadays is local municipal bus companies. The investment in another competing public transportation system is basically a political boondoggle. Just look at what happened to the supposed passenger rail line which was supposed to run a great portion of the length of California. And Amtrak in the northeast has to be subsidized by the Federal government. That means I've had to pay a pro-rata share of the cost of Joe Biden riding the train back and forth daily between Delaware and D.C. when he was a senator. What is equitable about that? If you proceed with seizing Blade Gallery's property for a rail system which will most likely be a drain on the taxpayers of your area, your actions will probably kill their business and destroy the livelihood of the owners and their employees. My purchases from Blade Gallery have been via their online sales operation. And because of the unique mix of their inventory, I'll probably lose access to some very unique and collectible knives. Donald E. Rutledge; 197 Hannah Road; Pulaski, TN; 38478-6653 chderutl@hughes.net	Donald Rutledge
03/28/2022	To whom it may concern: With this debate and study on Light Rail alternative, I want to clearly state that I support the construction of the SkyLink Gondola. I believe that it will move people more effectively, efficiently, safely, with less environmental disturbance, less ugly imposing structures, less expensively and built faster than any other alternatives. Thank you James Hoffman 5220 SW Pritchard St Seattle, WA 98116	James Hoffman

02/19/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Yuliya Staley Home address: 2943 SW 310th St Federal Way, WA 98023 Email: Yuliya.staley@gmail.com Phone: 206 353 9768	Yuliya Staley
03/30/2022	The best solution is the West Seattle Gondola, NOT light rail! The West Seattle Gondola benefits safety, the environment, traffic, housing MUCH better than light rail. Let's get going on approving and building the West Seattle Gondola without delay! Thank you from West Seattle! Lorraine & Kris Kristoferson 9751 43rd Pl SW Seattle, WA 98136 206-200-6661	Lorraine Kristoferson

02/19/2022	Dear Council members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm very excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for Light Rail. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 7 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Zachary Shearer BladeGallery Inc Customer Home address: 9821 Summerwood Cir. Apt 2908 Dallas, TX 75243	Zachary Shearer
04/07/2022	Hello When it gets down to brass tacks, please build West Seattle Link. DO NOT SWITCH TO A GONDOLA PROJECT, does not carry enough people and does not provide the potential for expansion further south. All I ask is that you keep an Avalon station--a lot of people will connect by bus from Gatewood, Highpoint, Upper Morgan. Thanks, Peter	Peter Fleetwood
03/08/2022	Please include business displacements on King Street. That seems to be missing in this section 4.3.1.3.2 and explain the difference between displacement and re-location. Thanks, Betty	Betty Lau

03/16/2022	Sound Transit, Please listen to the CID community re: the multi-decade, $53 billion expansion of our regional public transit system. For years, CID community activists have pushed back against ST's preferred plans for the CID expansion, stating that your plans would drive out community businesses, detour up to 30,000 vehicles per day through the CID's residential streets, and ruin life for the residents of the area with as much as ten years of highly disruptive construction. Community members have urged you/ST "to choose the least-impactful option to develop its new transit hub," but your refusal to publicly commit to any particular plan at this time is worrisome. Please listen closely to the CID community and choose to work together respectfully with the CID community towards an outcome that is least impactful. After the many challenges our Asian community has had to live through over the decades, it's time for listening and partnership. Respectfully, ~Christy Bear Bellevue	Christy Bear
03/26/2022	Hello, I submitted my comments on the website and then noticed that you can send in comments through email. My written up comments in a document will come across much cleaner and easier to read in the attachment to this email than it would on the website. Also, I couldn't keep the links and references I pulled from in the other format, which makes through email better. Thanks for taking the time to read and engage with my comments. Best, Markus Johnson Markus Johnson Master of Urban Planning Candidate Department of Urban Design & Planning University of Washington markusj@uw.edu he/him/his As part of a group class project, I used the class project as an opportunity to critically examine current plans being considered in the planning of Sound Transit's West Seattle-Ballard Link Extension (WSBLE). Sound Transit's Draft Environmental Impact Statement (EIS) is currently open for public commentary and feedback on the plan. Therefore, as part of this report, I have summarized my comments on the Draft EIS with the intention of submitting them to Sound Transit's public comment portal. I and my group are concerned about rider experience. The elevated stations seem to be unnecessarily high given that clearance is 16.5 feet and 23.5 feet for roads and rail respectively. From my own experience, when comparing to elevated highways, elevated highways seem to be generally 30-40 feet tall. Is there something stopping rail lines from getting the same treatment? If topography is a reason for this, it is not a clearly stated reason found in any of the alternatives. The same concerns are present with tunneled lines and stations. The deep station alternatives are especially concerning since Sound Transit has service issues with both escalators and elevators. Promoting as much ridership as possible to us means doing what you can to make short/shallow stations. There is a summarizing table for each segment that lists projected costs and potential impacts which is helpful to providing a full picture. I and my group think another feature that should be added as potential changes for insight is a Future Land Use Map (FLUM). There is very little commentary on TOD and broader land use implications in the DEIS. A FLUM would provide a more complete picture and help people more aptly weigh tradeoffs versus the listed displacement risks. Expected displacement of 100 homes but a zoned land use for 1000 homes can help people better understand the risks and rewards. On the Ballard station, I think there is potential for innovative change to the right of ways on and around 15th which relate to option IBB-3. IBB-3 with the addition of tall fixed bridge instead of moveable bridge is an idea inspired by Ray Dubicki and something I think Sound Transit should look into more. On the CID station, I think there is another innovative idea that could be studied. The idea is around a superstation that incorporates Union Station, King Street station, and the current CID station into the station design and connects all of them together. Similar to the CID-1a option but stronger and inspired by The Urbanist in 2018. With the news that tunneled options may be competitive. I feel the West Seattle Junction segment 3b (WSJ-3b) should be the favorite for the preferred option. I think it is important the Seattle Center station be as close to Climate Pledge Arena as possible. It is also the shallow station option of the choices. This would mean we agree with Sound Transit's preferred option of DT-1. On the Smith Cove Station, I think SIB-2 or the elevated station on Prospect St. should be the preferred alternative. Hearkening back to the importance of ridership	Markus Johnson

	experience. The station platform under this alternative would be a comfortable 35 feet, meaning no 2 or 3 set of stairs before getting to platform. This location also hugs right up next to the greenbelt covering Queen Anne and there could be some nice pedestrian and bike connections through the greenbelt that connect Queen Anne residents to the station without using cars. Lastly, this alternative would allow for a potential car-light TOD location southwest of the station near the water. I and my group have found that the DEIS is quite dense and quite busy and wonder out loud if there are other ways of conveying the information. There is a lack of clarity on many of the images, maps, and designs depicted in the DEIS. Maps in particular were too busy and had to many street labels and other markings that deterred from the main focus. The station planning progress reports in our opinion were a lot more digestible to read and gain insight from. Though these are on the DEIS website they are after the comment section on the website and may be more appropriate to either substitute in as the main text of chapter in DEIS or linked in DEIS clearly and strongly. I and my group find it confusing why for most stations there is a preferred alternative, but there is no clear summarized or bullet point reference to why that option has been chosen as the preferred alternative. Understanding why an option is the preferred option next to each segment would give needed context.	
04/07/2022	We own and operate a large building on Delridge Way and Andover, we strongly urge you to use option DEL-5 or DEL-6.	McKenzie Johnson
04/07/2022	I think stations should be less deep so people can make quick trips. Cut and cover could be used under 4th ave for level crossings between different platforms in the future.	Vincent Johnson
04/07/2022	I'd like to see comparative analyses by an independent expert (not an in-house team who work for Sound Transit) of the following impacts from the Preferred Alternative compared to an aerial gondola such as those operating or in the pipeline for Medellin, Colombia; Ankara, Turkey; Bogota, Colombia; or Edmonton, Canada: 4.1.5 Visual and Aesthetic Resources 4.1.6 Air Quality 4.1.7 Noise and Vibration 4.1.8 Water Resources 4.1.9 Ecosystems 4.1.10 Energy Impacts 4.1.11 Geology and Soils The study should also compare the financial and social costs, and the projected completion dates. The results of the study should be made public as soon as they're determined. Thank you.	Annie Phillips

04/07/2022	Overall Overall the station locations are expensive and the compromises do not make the ridership experience better. Everything should be done to minimize having stations 100+ feet underground. This will only increase cost, reduce ridership, and make the experience worse for those who are using it. Sodo The preferred alignment seems to be the best option. Proceed with the preferred alignment. West Seattle Stations As ridership numbers are relatively low on the west seattle extension we should be prioritizing the more affordable options. An elevated station above Fauntleroy Way SW south of SW Alaska St could provide an affordable great terminus station. Whatever changes need to be made to the fire code to accommodate this would be greatly appreciated. Closing the road for construction is a short time impact that will have long term positive gains. In addition, the 85 foot optionat Delridge would have a number of negative impacts including making it more difficult to get to the station, which would impact ridership experience. Chinatown/International District International District Chinatown is probably the most important station in this entire extension. Prioritizing quick transfers and ridership experience here is super important. Both of the deep options should be off the table as it will drastically hurt ridership experience. Shallow 4th Avenue station or 5th avenue both have pros and cons and I'd be happy with either being chosen. If either of these "Shallow" Stations can be made even just 5 or ten feel less shallow that could have wonderful benefits to ridership experience.The idea of a retail market between the a shallow 5th station and the current ID station would be wonderful and could be a great spot to hang out before an event at Lumen Field or before catching a train at Union station Midtown Of the two station locations the 5th avenue choice is slightly better. Denny The preferred option at Denny and Westlake looks like a perfect station. Great work. SLU Finding a way to move this station a block away from 99 would help increase walkability, while still allowing for connections to 99 busses. We should be planning this station with a potential 99 light rail route in mind as this could make a good transfer point. Smith Cove The Smithe Cove station will never have large ridership so we should prioritize this segment being on the cheaper end. Reducing cost by using the 15th Ave ROW could potentially be a big cost saver and improve the pedestrian experience on one of the worst sections in Seattle Interbay Interbay station should be all about great bus connections. The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that these agencies have been willing collaborate by slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this — heaven forbid we redesign highway off-ramps next to our billion-dollar transit investment. Ballard Consider studying 20th tunnel option (as cost for a tunnel doesn't seem to be that increased) or lower the 15th street option, potentially removing a car lane. This lower ridership Interbay and Smith Cove Stations are here to service getting this station right so we should invest resources to get the Ballard light rail segment right. I currently live on 8th Ave NE and 51st street, but even I acknowledge that the Ballard light rail station should serve central Ballard. It would also be nice to have this station allow for connections to a future UW-Ballard line or an extension further north.	Grant Peltier
04/07/2022	buy a tram for the cost of your pathetic environmental impact statement... you could build the whole tram not a 3 billion dollar joke train	nick worsfold

04/07/2022	I feel strongly that the Alaska Junction station, if there is to be one, should be built underground. If we are ever to further the tracks to Burien and other areas South then we would have to destroy so many homes along the way if the tracks were built above ground. There would be many displaced families as well as destruction of property values and disruption to the peace and character of our West Seattle neighborhoods. If we are going to build this once-in-a-few-generations form of transportation it should be done the "right way" the first time with the least impact on the surrounding community. I would support eliminating the Avalon station if that meant putting more money toward bringing light rail to West Seattle underground.	Karen Januto
04/08/2022	I am against the WS Link Light Rail station at the Junction on 41st or 42nd unless it is underground. Above ground and/or elevated will totally ruin a very nice neighborhood with noise, vibration, and loss of property values. I am in favor of the station staying down on Fauntleroy Way. It is very close to the Junction to be able to walk to without destroying the Junction neighborhood. Also seems this option would save more properties from confiscation.	Todd Kombol
04/08/2022	My comments are specific to the West Seattle Junction route and stations. I'd like to know if ST can estimate how many affordable homes could be built using TOD for each alternative with current zoning. In the DEIS Chapter 4, section 4.2.2.5.2 only mentions that tunnel alternatives will have a higher potential use for TOD than elevated alternatives. Please give estimates on how units of affordable housing could be built above a tunnel station versus affordable housing built surrounding an elevated station for all WSJ alternatives. I think it is important to not only minimize displacement of current residences and business, but also evaluate future use of land to ensure the light rail is more equitable, increases ridership and maximizes affordable housing in the West Seattle Junction neighborhood. I hope ST Board will seriously consider WSJ-5, Medium Tunnel as it causes that least amount of displacement, has potential for more affordable housing with a tunnel station and is more affordable than one elevated option. Thank you and l look forward to seeing the FEIS with preferred alternative selected.	Amanda Sawyer

04/09/2022	Sound Transit must focus on improving the rider's experience in the WSBLE. There are two aspects I believe are not well considered now: 1) time/distance needed for transfers between lines and 2) redundancy of vertical conveyances. First transfer times at key stations proposed in the DEIS are very high due to the depth/height of proposed stations at Chinatown / International District, SODO, and Westlake. I urge Sound Transit to consider the shallow options (4th ave preferred) at CID and potentially look into making the station even shallower to be close to the grade of the existing station/platform. This would facilitate quick and at grade transfers at CID. Please consider accomplishing this by having the DSTT2 cross over the existing tunnel using cut and cover instead of tunneling under it. If this is not possible, please share risk assessments that demonstrate why it is not. Westlake station will be the busiest in the system and the most important transfer point. Therefore it must be the most user-friendly station. While I encourage the proposed design to be shallower, if this is not possible please consider building important redundancies in vertical conveyances. Elevators and escalators should be available to take passengers between the platforms and station mezzanines, as well as express elevators/escalators that take one from the surface to the platforms. These should be clearly separate and marked with excellent way finding. Redundancies should be built in (3 escalators per well, many elevators for wheelchair or bike users) and. flexible. Escalators should be able to reverse direction if needed when another is out of service, and multiple elevators should be able to be called at once if there is a large influx of people. Finally, SODO station will serve as a key transfer location and has the possibility to serve riders well with quick transfer times. To accommodate this, please consider same direction cross-platform transfer so that riders can exit one train and switch lines without leaving the platform. This could significantly improve transfer times and reduce distance needed to travel. To emphasize the rider experience, I ask Sound Transit to publish the following data: the most common station pairs that will require transfers at the completion of ST3, the transfer volume expected, and the total trip time (with transfer and station access time indicated) expected for these station pairs in four scenarios: 1) able-bodied and best case headway alignment, 2) able-bodied and worst case headway alignment, 3) wheelchair user and best case headway alignment, and 4) wheelchair user and worst case headway alignment. Using this data, please ensure the rider station access and transfer experience is optimized to reduce the total trip time under the four scenarios.	Cole Gleason

04/09/2022	The West Seattle Ballard Link Extension is critical to improve the transportation system of Seattle, but we should not assume that the completion of ST3 is the end of Link expansion. To reduce future costs and prepare for possible future expansion, new stations should include necessary infrastructure to make future proposals feasible. I am asking Sound Transit to consider future expansion in the design of the following stations: Alaska Junction, SODO, Midtown, Denny, SLU, and Ballard. Alaska Junction and SODO should both be built anticipating a possible future expansion to the south, and anything necessary to facilitate that construction should be implemented in the station design. Midtown station should include a wye-junction to support possible future expansion along a Madison alignment to Madison Park. It should also include anything necessary for a possible transfer facility to a future line. Denny station should include necessary facilities and junctions for a future line that would connect Belltown to the southwest with Fairview Ave or Capitol Hill. SLU station should include the necessary facilities and junctions for possible expansion to the north along Dexter up to Fremont. Finally, Ballard station should include wye-junctions and facilities needed for possible expansion both the the north up to Crown Hill, as well as to the east to U-District or UW. When I ask for Sound Transit to consider these future expansions, I realize they are not included in the scope of WSBLE or ST3. However, we should take design steps that optimize for cost-effectiveness of Sound Transit into the future, not just over the ST3 program. This includes designing stations now such that future expansions are financially feasible, even if they are only built many decades in the future. Therefore, I am not asking for new platforms and empty transfer stations to be built, but for Sound Transit to include the necessary track wye-junctions and junction boxes in the design, as well as considering where transfer mezzanines may have to be built if future expansion is approved.	Cole Gleason
04/09/2022	The SLU station is very important to me as it is the station I will use everyday for commuting, as will many other people. Therefore it is critical that SLU serves the most people who live or work in SLU by being placed in the center of the neighborhood. The current alternatives are either near the neighborhood boundary (DT-1) or even outside (DT-2). Both alternatives have significant walk shed taken up by large roads and highways, and the SR-99 tunnel means these stations will have to be deep to go under the tunnel. This will lead to a poor pedestrian and rider experience. Instead, please consider a station alternative near the intersection of Harrison and Westlake or republican and Westlake. This station alignment would much better serve the riders who live or work in SLU, like myself, by having a walk shed that significantly covers the dense neighborhood. After this Central SLU station, the line could take a sharp turn (but less sharp than already exists on the 1-Line) and continue on to Seattle Center station. While this new station would be close to Denny Station, the walk shed would not overlap much and it would still serve more people than either DT-1 or DT-2 alternative. This alternative Central SLU station is not as close as desired for bus connections as DT-2 alternative, but bus transfers were already going to be challenging as there was little to no space for them to occur. Therefore, the benefit of bus transfer cannot be realized fully and we should instead improve the walk shed by centrally locating SLU station. If the central SLU station is not possible, the DT-1 (Harrison) alternative is preferred as it is closer to central SLU and less walk shed is taken up by highways.	Cole Gleason

04/09/2022	All of the proposed alternatives for Ballard station, whether 14th or 15th Ave or tunnel vs elevated, have cost estimates that are relatively close to each other (in the 1.5B - 1.7B range). Because the cost difference between elevated and tunnel options is so close, I would like Sound Transit to complete an additional study on a 20th Street tunnel alternative for Ballard station. This was discarded before the Draft EIS due to assumed cost differences between tunneled and elevated options, but now that these alternatives are so close in price, 20th Street should be reconsidered. Ballard as a destination for riders from elsewhere in the system, especially for non-commuters like myself who may be traveling to Ballard, is much better served by a station that is in the heart of a pedestrian-accessible and commercial area near 20th and Market. In the Pre-DEIS phase, Sound Transit indicated that this alignment would have much higher ridership, and therefore I think it is worth additional study now that more is known about possible costs. If a tunnel option to 20th/Market area is not possible, then choose an option that includes a fixed bridge. Mechanical issues leading to stuck bridges across the ship canal, as drivers experienced only a few days ago, has great potential to disrupt the line and sever Ballard from the rest of the network. That is a risk we should not accept for critical transit infrastructure.	Cole Gleason
04/09/2022	Vancouver, British Columbia, and Portland, Oregon, both have high quality rail museums that have good public transit connections, but not Seattle, a city that grew in population size by 21% between 2010 and 2020. Furthermore, Seattle was considered the fastest growing city among the 50 largest cities in the entire United States. But while that was happening, Seattle's rail history was slowly fading away with the city's modernization. BNSF Railway's Interbay Hump Yard, also known as Balmer Yard, closed for a period of time during 2020. This change was supposed to be permanent, but it later reopened, with rumors continuing to circulate that both the hump yard and its accompanying locomotive facility would be decommissioned and replaced by a new facility in Vancouver, Washington, where property prices are cheaper. Before this crucial piece of Seattle' history slips away like sand through fingers, the Interbay Roundhouse should be preserved as part of a rail museum, park, and light rail station. First off, construction of a light rail station at Interbay calls for restaurants and retail space, which would attract tourism in addition to commuters. If the station area is attracting tourism, why not create a railroad museum for a city that forgets what helped grow it. A museum in this area would complement the restaurants and shops perfectly, attracting more tourists and allowing them to spend both time and money in the area. If this station is to serve Interbay, why wouldn't it make sense for Interbay to serve the station as well. Furthermore, the section of the 1 Line between Seattle Center and Ballard seems to cater more to tourism rather than commuters, so why not add to that and create a museum at Interbay, which doesn't have much of a tourist interest, compared to other stations such as Seattle Center or Smith Cove. The only tourist interest near the Interbay Station are Fishermens' Terminal and the surrounding trails in the area, including the Ship Canal Trail and the Elliott Bay Trail. To put it simply, Interbay sorely lacks a tourist attraction. Secondly, Seattle doesn't have many museums, and, out of the museums that do exist in Seattle, only the Museum of History and Industry even acknowledges the railroads that built Seattle. I went to this museum as a young child once, excited to see what exhibits they had on railroads, and I spent most, if not, all, of my time there looking for what cool railroad exhibits they had. In the end, I discovered that the only acknowledgement of the railroad was with the Engines of Industry segment of the Seattle Journey. This segment included mere models of railroad equipment, a logo of the Great Northern Railway, who actually built the Interbay Roundhouse originally, and a display of original rail spikes used in the construction of the railroad into Seattle. Seattle needs to do better, and a perfect way to do better would be to preserve the historic Interbay Roundhouse. It would be a great museum for Seattle because it has very historical roots, being built in 1929 for the Great Northern Railway, who built the first transcontinental line into Seattle, it has ample space to be a world-class railroad museum, and can perfectly showcase the past, present, and future of Seattle railroading, especially with the construction of a nearby Link Light Rail station. It would not disappoint other young railfans, who, just like me when I went to the MOHAI in search of railroad history. Lastly, this entire letter may seem to some to simply be just the ramblings of a clingy railfan, but, I assure you, it is very much not. Truly, the preservation of Interbay Roundhouse is a golden opportunity for Seattle to remember what first allowed it to live. Seattle is forgetting its railroad history, and no one seems to be trying to stop that. Interbay Roundhouse can put a stop to Seattle's forgetfulness. Would you rather tear down the roundhouse and then hear the complaints of people in the future wondering why someone would even dare think about reducing such a historical piece of Seattle's history to scrap. One could argue	Jayden Yu

	that Seattle doesn't need to preserve its own railroad history because Portland, Vancouver, and other towns with heritage railroads are already doing it, but they are only looking at surface level information. Each of these places is preserving their own town's history, but Seattle, for once, is an outlier. Seattle doesn't preserve railroads, and that is a major mistake that requires correction. To show how Seattle is condemning its railroad history to the past and forgetting it, look at how quickly Amtrak Cascades is modernizing its equipment and forgetting what it started with. Now, there is no problem with the first part of that statement, but forgetting where it started is a huge problem. Already, most of the iconic Cascades Talgo 6 train sets have been sent off to scrap following the aftermath of the deadly 2017 DuPont accident, which I need not recap, but three cars remain. These cars need to be preserved before they get scrapped, as they were formerly part of the train set involved in the DuPont accident, and still have that iconic look of Amtrak Cascades history, even after sitting in exposed storage for years. The Interbay Link Light Rail station needs a good tourist attraction, and, in the bigger picture, Seattle needs a good railroad museum. Preserving the Interbay Roundhouse would solve both of these major problems. Please do not just put this off as a clingy railfan trying to be heard, and, more importantly, Seattle, do not let yourself down by forgetting your past for the future.	
04/09/2022	Please embrace a shallow 4th Ave alternative to the new ID tunnel as outlined in this excellent Urbanist article (https://www.theurbanist.org/2018/04/16/better-transit-hub-people-union-station-see-trains/). I've recently been to a few cities that have transit systems integrated with restored train stations (Denver, Boston, Philadelphia, Baltimore, Washington D.C.). This alternative would minimize impacts on the ID neighborhood and community while maximizing the use of a significant public amenity that is currently benefiting Sound Transit employees and a handful of homeless people looking for a warm and dry place to spend the day.	Curtis DeGasperi
04/09/2022	I prefer the OTHER DRAFT EIS ALTERNATIVE route as it does not destroy the small businesses along Elliott Avenue. This route also better served the Ballard neighborhood by placing the Ballard station at 15th and Market where there's existing transit connections.	Sarah Sugarman
04/09/2022	I like the preferred routes in West Seattle, with terminus at Alaska St. instead of Fauntleroy which can be served by Avalon. Also, the best stop for me personally would be directly above Delridge, making it North-South oriented or able to get oriented that direction. I am in Highland Park near Westwood and White Center and am very excited to see expansions there too!	Mary Spielmann
04/10/2022	Regarding the crossing of the water to Ballard, I would highly favor tunneling. The cost seems on a par with the other possibilities, and the impact to the environment is less, ultimately. In any case a 136-foot high bridge would add to an already poor visual landscape in the area.	Daniel Piraino

04/10/2022	Hello, I live right behind the LA Fitness on Fauntleroy way. We bought our house in 2021 expecting to live in West Seattle for many years. We even renovated our house. Hearing about the possibility of being forced to move because of the light rail route is very frustrating. We probably won't find a better location elsewhere than where we are now. Please don't consider the route that goes above LA Fitness we don't want to lose our house. Thank you	Jeanne Gabrielle Burdeti
04/10/2022	I'm a resident of Ballard living at 7048 Dibble Ave NW. I work downtown and I currently commute by bus (28 and D). All conclusions in the EIS point to the fact that a tunnel is the least negatively impactful option to all areas studied: environmentally, historically, and socially (jobs, businesses, homes). And very importantly to Tribal treaty rights. The primary, and potentially only, downside of the tunnel option is financial. Given all the various detrimental impacts funding is a poor reason to rule out the tunnel option. I support a tunnel option only with a station on 15th. The visual impact of 136' tall bridge spanning Salmon Bay will NEVER be mitigated. It's insulting to the community to even suggest that a piece of infrastructure this tall and of such utilitarian design, as we've seen in other areas of the city, will ever blend into the landscape. An overhead structure running through the heart of Ballard's transportation corridor on 15th Ave will ruin the human scale experience at the ground level. The city just tore down the Viaduct for some of these very reasons, so why are we immediately looking to build another behemoth piece of infrastructure. 14th Ave is not a primary transportation corridor, it's a back road to avoid traffic on 15th. It dead ends at Ballard High School, in a residential neighborhood, eliminating any potential to continue light rail north unless it turns onto 15th or goes underground. With these limitations 14th Ave is a poor location for a station. More importantly 15th is the main transportation corridor, so transit should be consolidated within this area not split amongst blocks, forcing riders to walk a block to access each type of transit. Focus all transit and transit related infrastructure on 15th where businesses and transportation currently exist. I do not support any of the options other than a tunnel.	Jennifer Montressor
04/10/2022	Please prioritize avoiding displacement of businesses and housing -- displacement has recurred throughout the CID history to negatively impacted the community. Also, please be mindful of designing the structure in a way that does not encourage crime and is safe for passengers.	John Bui
04/10/2022	I am commenting on the Interbay/Ballard Segment and want to go on record that I do not support the 14th Ave options due to cost and environmental impact. I prefer the 15th Ave option because of the proximity to Ballard's business core and more optimized transit connectivity, which I support regardless if costs for a 15th Ave option becomes higher than 14th.	Emily King
04/10/2022	I live at 5th and Madison, which is going to be impacted by the Midtown station. I'm really excited to see this project so close to me, however I have some concerns: The timeline is far too long. 2039? This needs to be built much faster to enable Seattle to scale to meet demand. Other countries can do this The proposed construction plans for the Midtown station involve possibly multiple multi month to year long closures of the streets around my building. Such that I couldn't really get in and out of my garage. This would excessively impact my ability to live here This area of the city has limited street level businesses an important part about making a neighborhood walkable. Losing Bartells would further impact this. Is there enough space to maintain a hybrid station entrance+retail?	Adam Jacques

04/06/2022	Sound Transit Board Members: I am a concerned citizen of Seattle and property owner in Chinatown.I am responding to the placement of the transit station that is proposed in the Chinatown International District by the Sound Transit's West Seattle to Ballard segment.I strongly support the 4thAvenue Option 1a.This option would minimize the disruption to the Chinese community for the lifetime of the new station.Transit riders would be able to exit the tunnel west of Chinatown and therefore make less congestion in a community that has already been severely impacted over the years with public projects.Though new housing has been proposed in the other options around the new Chinatown station, the disruption to the community with the congestion of people using the tunnel would not offset the value of having additional new housing in the community.The present station on the periphery of the community causes enough congestion without an additional station being built to the east of the present one. Diane King 206 254 1637	Diane King
04/11/2022	Thank you for putting together such thorough documentation for the public to review and comment on. I am really excited for the West Seattle project to take place, but really for all of it to happen. My biggest concern is about the impact on neighborhoods where people live and to do whatever possible to have minimal impact in those areas. What I mean there is if you can tunnel under them, rather than destroy them by plowing through them, please opt for that. You've done a good job of picking already existing corridors where neighborhoods are currently divided in many cases. But the Delridge overpass area makes me wonder, why are you creating a new barrier. Travel anywhere in the world where there is light rail or rail above grade, neighborhood decay begins. Want to fast-forward into the future to see what will eventually happen here to living neighborhoods where rail goes in above grade? Visit London, Paris, D.C., New York. These areas often are rundown, low rent, high-crime areas people avoid. It is inevitable. We actually have examples of splitting living neighborhoods right here in Seattle... Aurora Avenue, I-5, 520 in the Montlake area, just to name a few. Growth will happen, mass transit should happen, but it should happen thoughtfully, so, anywhere where tunneling is an option to save a neighborhood, please do. I was born here and lived here most of my life. I love this city. But it is getting harder and harder to do so because of little care for this city's history and poor decision making, especially around transportation (look to Portland to see great examples of care for both history and installing light rail - with Fed $$ Seattle was supposed to have received, right?). This isn't a new problem, we had a great light rail system already in place once. Again, I'm glad this is happening, I just plead with you to do it with some thought for the future. Sincerely, Tom	Tom Butterworth
04/11/2022	I am very much in favor of light rail, but it must not be built in a way that destroys neighborhood's and people's homes. I have lived in the heart of Seattle since 1982. First in the First Hill neighborhood, then Eastlake, and now in West Seattle. Each neighborhood has a unique feel that makes Seattle so vibrant and livable. West Seattle has always been a diverse economic neighborhood that feels like a small town in the middle of a large city. An elevated track would destroy West Seattle. Furthermore, West Seattle does not need 3 stations, rather the proposed Alaska Junction station would be better served by a gondola. The gondola would save money, carry more people and preserve the neighborhood richness of the Junction. Please do NOT put an elevated track at Alaska and 41st or 42nd. Thank you.	Catherine Roth

04/11/2022	According to the Draft EIS, King County Parcel 7666704005 -- 2414 SW Andover St -- is identified as a likely acquisition for each of the eight alternatives (Appendix L4.1, Table L4.1-3). DEL-5 and DEL-6 would place a station directly within what is currently Frye Commerce Center (FCC). FCC is owned by the Frye Art Museum, which uses the revenue generated from rents to fund the museum and keep it free and accessible. FCC is also home to Alki Beach Academy (ABA), which currently serves nearly 130 children and plans to expand in the near future to serve around 300 children. This would make it the largest child care center in the city. Yet, despite comments made throughout the Racial Equity Toolkit report about equitable development and the need for assets like child care in communities of color, Sound Transit fails to acknowledge ABA's presence in Delridge (Appendix L4.4, Table L4.4-1). The programs that are identified (Blazing Trails and Bright Horizons) are not on potentially affected parcels for ANY of the alternatives. Bright Horizons is listed at the wrong address, and it's actual address is not impacted. Blazing Trails isn't even anywhere near the project sight. After ABA's planned expansion, they will make up 1 in 5 licensed child care slots in 98106 (the most racially diverse and lowest income zip code in West Seattle). Relocating this program would have tremendously negative impacts on the availability of child care for the Delridge area. Because they are the only program that may be displaced, this is the definition of disproportionate impact on communities in which Sound Transit is supposed to be promoting equity. DO NOT DISPLACE ALKI BEACH ACADEMY!	Jordan Crawley
04/11/2022	Hello, I am a West Seattle resident who lives a few blocks south of the junction. I would broadly like to suggest that the West Seattle light rail should be underground as much as it is possible, I support all tunnel options, especially WSJ-3a. If tunnels are more expensive, then so beit, avoiding the visual impacts of an elevated rail line running through West Seattle are worth it. If however an above ground line is all that Sound Transit will do, then I would suggest that the Elevated Fauntleroy Way Station (WSJ-2) is the best option. Fauntleroy would allow the train line to easily be extended southward if ST4 ever comes around, and no other alternative would seem to offer that. Fauntleroy is also a large street that can handle transit and development. My opinion based on conversations with neighbors and fellow west seattleites is that the more this thing can be tunneled the better. My discussions have also touched on one other important point, with this train line coming 10+ years from now it will likely have wildly different ridership numbers than are modeled based on the advent of self driving car technology, we all wonder how emerging technology factors into the decision making. Whoever decided that the preferred alternatives should all be elevated tracks clearly doesn't talk to the same neighbors I do, because everyone I have talked to says tunnel or bust. Put this train underground wherever possible, it will be worth it.	andrew sullivan
04/11/2022	I really like the consolidated Interbay and Smith cove station concept and puts the station in a better location both for future development at the Armory and for access to West Queen Anne.	Denis Ogun
04/12/2022	Removing the Avalon station is not a good idea. We have several new buildings coming up with 0 parking. This is means a 15min+ walk over to a station making it unrealistic. Not including a station even, a small one in Avalon is a terrible idea.	Fransico Alejandro

04/12/2022	Thank you for your extensive work on this! It's a huge undertaking and ST should be applauded for the work you've done to shape this transformational project. My comments are directly related to maintaining EQUITABLE outcomes for marginalized communities within the project alignment: (1) Please do NOT remove the Avalon Station! This station is CRITICAL for bus transfers and connectivity to the regional transit network from High Point and the larger diverse/underserved populations that are further south than the WS junction area. Removing this station strongly reduces equitable outcomes for these populations. I believe that the low projected ridership numbers don't accurately reflect this important connection, nor the massive amounts of development that is occurring and planned for this immediate walkshed for this station. This is a critical station and must be kept. (2) The Equity concern for Delridge is NOT displacement in the station area, but ensuring that the BRT bus transfers with this station are top notch and seamless, as this is a critical connection to the marginalized populations that are further from the station area in Delridge and connecting to South Seattle College. This integration must be the top Equity-centered priority of this station citing and design. (3) CID Station: the Deep station alternatives should be removed altogether as they are very poorly integrated with the urban environment and the transfers from the existing modes of transit. I encourage ST and the City to boost their partnership to seek a 4th ave alternative that can be implemented along with the 4th Ave Viaduct replacement, but if a 5th ave option is required, ST and the City MUST partner to not only reduce displacement of cultural institutions, housing, and businesses, but also to ensure that there is a robust plan in place to replace these cultural, housing and business uses with opportunities for marginalized community opportunities for housing, business and economic opportunity, and community services. The Culture of the CID must be held and supported by both agencies proactively to not only preserve it, but to help amplify and increase it's reach in tandem with the new infrastructure improvements.	Justin Clark
04/12/2022	Dear Seattle City council, I hope you would consider moving the new light rail from 5th street to 4th street. This would help alleviate business activities stress on the already struggling post pandemic International District. As a responsible Asian-American citizen, please help preserve the historic districts of the small part of the only thing left within the Asian Community (Chinatown, Japantown, Little Saigon, etc..) As we know, historically Chinatown has been relocated 3 times due to racism and segregation, we hope that a light Rail would not permanently displace the people living in the already crowded Seattle area. Please reconsider some of these displeasure cry for help that only so many of the Seattleites could vocalize as many of them do not have the energy, knowledge, and privilege to to take action. I plead for past, present, and future generations for you to make this sound decisions so you yourself can sleep at night. Sincerely, Jacky Chen (P.S. This I wrote this email before, thanks for reading this again.)	Jacky Chen

04/12/2022	I am writing to all of you because of a major project that Sound Transit is planning that will harm the Seattle Chinatown International District. Construction on 5th Avenue in Chinatown to Japantown means: · Full closure of King Street, S. Weller and 5th Avenue for several years · Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th · Gas, water, electrical shut offs to businesses, nonprofits and residents · Traffic detours throughout Chinatown, Japantown, Little Saigon · Daily dump trucks, cement trucks, cranes, supply trucks, delivery vehicles · Construction workers taking parking from businesses · Increased noise & air pollution, dust, dirt, vibrations · Taking property from owners of color for demolition and resale after construction · Endangering lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours · Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks in addition to prior loss of 3 blocks for Transit Tunnel Severe disruptions to: · 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence · 30 immigrant businesses permanently closed or forced to move · Schools, daycares, programs serving thousands of children and youth · Programs, classes, recreation for 1,200 elderly non-English speakers I immigrated to Seattle with my mother and father in the late 90s, and Chinatown was the one place where we felt comfortable being ourselves and we felt a sense of belonging seeing others who looked like us and shared similar cultures. I have seen the many changes over the years, specifically to Chinatown whether it was businesses closing and new ones opening up or new complexes being built, buildings that have burned down, and new ones being built in their place that do nothing for the people who live in the community. I am heartbroken that while the city wants to continue to build more transportation access, it is harming the community that was there many many years before the light rail was built, and now another station is potentially being built. I am asking you to consider moving this project to 4th because of how it will affect the members of Chinatown, the businesses, the people, and especially the elderly who call this place home.	Eva Chuc
04/12/2022	Are there any planning tools available to expedite this expansion to Link? 2039 is 17 years away when the system needs more lines to serve more communities not adjacent to the I-5 corridor. Are there plans to expand this line to Greenwood, then connect at Northgate for transfers, then Bitter Lake, then Westminster Triangle, then Aurora Village, then Lynwood, then Paine Field? What would also alleviate traffic is to have a line east and west of the main I-5 corridor. Many people who take I-5 will take turns east or west to reach their destinations so why not build lines to serve those destinations off our main highway.	Tom Lawler

04/12/2022	I grew up in Seattle. Prior to 2020 and the switch to work from home, I was an avid transit rider. I did not own a car, and my primary means of moving about the city for work or for pleasure were Metro buses and the Link light rail. When I travel to other parts of the world, I prefer to use public transit to get around. I care deeply about transit issues. I've been reading the Seattle Transit Blog for years, and I follow national discussions through outlets such as Alon Levy's Pedestrian Observations and Jarrett Walker's Human Transit. When deciding whom to vote for in local elections, both primary and general, transportation ranks among my three or four most important issues. Having said all that, the proposed plan for ST3's West Seattle to Ballard Link Extension is one of the worst designs I've ever studied for urban rapid transit. The stations are poorly sited and poorly designed; they do not serve the primary purpose of a transit system: making it quick and convenient for riders to get from their point of origin to their desired destination. The choice to prioritize West Seattle is, itself, highly suspect. West Seattle is a relatively low-density peninsula with no major employers. It must be reached by crossing SODO and the maritime facilities that surround Harbor Island and the Duwamish Waterway--areas where vanishingly few people live or work. The low ridership potential for this segment and the geographical constraints that will limit future extensions do not warrant making it a priority for light rail expansion. As for the rest of the line, the new stations downtown and in South Lake Union are way too deep. By adding additional minutes to any trip or transfer that uses these stations (by increasing the reliance on vertical conveyances for which ST has a checkered history) you reduce potential ridership. For short trips, folks will walk or hop on a bus. For longer trips, folks will drive. By making light rail less convenient than the alternatives, you ensure that potential riders will opt for other modes. You will not attract enough riders to cover your operations budget, let alone justify the huge capital expense of building the expansion. These stations should be built no deeper than the 95 feet of the UW station. If that is not possible, the WSBLE should be scrapped and voters should be given a different option for use of their public transportation dollars. Moreover, many of the proposed stations are poorly situated to serve the neighborhoods they claim to. Most egregious are the Ballard and South Lake Union stations. The heart of Ballard is between 20th and 22nd Ave NW. The vast majority of new housing has been built west of 15th. Why then, is the proposed location of the Ballard station on 14th where it will be far from the most desired destinations and separated by the major throughway that is 15th Ave NW? Again, when you add unnecessary minutes to a journey, people will opt for other modes. The heart of South Lake Union is along Westlake Ave N. The proposed station locations near Aurora barely even qualify as SLU. They are located in an area that is extremely hostile to pedestrians, with fast moving cars travelling along Mercer or entering/exiting SR 99. The walkshed is terrible. It almost seems like this station is being designed primarily as a bus intercept, but this makes little sense. Bus riders travelling south to downtown will stay on the bus rather than transfer to the Link. Riders travelling to UW would have transferred to the 44 if they were coming from the north and they would already have transferred to light rail downtown if they were coming from the south. The SLU station should be sited such that it is maximally convenient for the residents and workers of SLU access it on foot. I supported ST3, hoping that the service expansions inside the Seattle core would justify the highly suspect decision to extend light rail as far north as Everett and as far south as Tacoma (these locations should be served by regional rail service akin to the Sounder, not a 60-mile light rail line). If I had known that the proposals for WSBLE would be so shoddy, I would not have supported ST3, and I'd have sought to find new leadership for our regional transportation agencies. If this plan cannot be substantially redesigned to promote the interests of riders, I would prefer that no extension be built, and I would vote for any ballot measure that scrapped the projects. We are building a transportation system that will serve our city and this region for the next hundred years. Please do better.	Winslow Johnson

04/12/2022	As an architect practicing here in Seattle my primary concern is how mass transit facilitates the development of a dense urban fabric. The proposed additions should support a broad range of uses for living & working in the city. As a resident of Seattle, my current home would be most affected by the Interbay segment of the project; whereas my current office in the South Lake Union would be most affected by the SLU/Seattle Center segments. If existing today, I could easily walk from home to station to work & back. Professionally, my work would benefit indirectly (but acutely) from the increased demand for more housing density & work opportunities created by the addition of new stations along the Ballard/West Seattle lines, AKA Transit Oriented Development (TOD). TOD should be viewed as a key part of the proposed lines; surplus lands needed for construction rise in value over time and can be sold off at a premium due to their adjacency to stations; or conversely lands may be transferred at little or no cost to public or private agencies involved creating high-density affordable housing & job opportunities near stations. An example of these benefits can be currently seen in action in Shoreline, which reevaluated their zoning code to facilitate much higher density and a broader range of uses adjacent to the stations than previously allowed. I'm providing commentary because I am concerned about the lack of usability & access to many of the stations along the Ballard line and their ability to benefit TOD. The EIS & Station Planning Progress Report dated January 2022 provided significantly more information than has been previously available, and thus more information to critique. I am organizing my comments starting with the Ballard station & working back south along the line to Westlake. I want to first echo the Ballard/Interbay Working Group's commentary, who was generally supportive of 15th Ave station option IBB-2b. This option has less street impacts/road closures; is closer to the existing dense development walkshed of downtown Ballard & is closer to existing transit options to feed system. The tunnel option is a no-brainer – don't sacrifice water-dependent industry for transit if alternatives exist; maritime uses are a key part of Seattle's industrial lands. The Interbay station proposal offers no good alternatives. Current preferred stations along Thorndyke Ave are in a dead-end corner of land that offers no transit, no walkable spaces, and horrible TOD potential. The elevated alternatives IBB-1b, IBB-3 at 15th & Dravus are forced into an over-water bridge, which is not ideal. I can't imagine the Thorndyke station alternatives offer the same ridership potential as a station at 15th Ave, even though they are lumped into the same data set. For $1.6B we all deserve a set of better options for this station. The layout of 15th Avenue underpass at Dravus Street offers two 3-lane roads, 3 planted medians and separated on/off ramps. The right-of-way is probably 250 feet wide at this junction, it is trenched into the earth and offers no direct access to adjacent parcels. My question is: why no alternative was made available to rebuild this intersection/overpass with a station below? Previous development documents and the Station Planning Progress Report all note the difficulty of creating pedestrian/bike connections along the Dravus Street bridge and the need for extensive signalization and roadwork upgrades at this intersection to make any of the station alternates viable. Cross-town transit lines currently use this intersection to connect Magnolia & the U-district, and the Dravus Street bridge is far easier to access from west Queen Anne than the Thorndyke alternatives, essentially doubling the realistic walkshed for this station. The tunnel option to the north could be accommodated since 15th Ave is already located in a trench at this location, offering easier access to tunnel staging operations and a much more gradual slope to get under the Ship Canal to go to Ballard. Parcels to the south include a Christmas Tree lot, a U-haul storage yard, and a landscaped entry to a golf course – vastly underutilized urban lands (even if over landfill) that could readily accommodate the transition to any of the alternatives for the Smith Cove station. Moving on to concerns about the Seattle Center station: I want to reiterate the concerns brought up by KEXP/Vera project in their open letter. The station will be an extreme detriment to those two organizations that just went through a prolonged construction project at the Arena. They are vital community partners that should be supported through this project. From an urban design standpoint the preferred station location doesn't make a lot of sense: it is located on a 2-lane residential street, away from transit connections, blocking the main entrance plaza to a large new apartment building. Alternative DT-2 places the station at Mercer Street, essentially right at the heart of Lower Queen Anne/Uptown. Surprisingly there are open lots for staging at this location. TOD potential is far greater, as single-story commercial buildings removed for transit construction can be re-developed with substantially more dense housing/commercial uses. Such redevelopment would not be possible in the Center. The DT-2 alternate is only one block more from Climate Pledge Arena than the preferred option, which is consistent with the current offering of transit from that location. The station at Mercer Street & SR 99 (DT2) has the potential for a larger TOD and the study to add an entrance at the far east near Dexter Ave would support the many new developments along that corridor. Further exploration should be undertaken to try and lid over more of Mercer Street or create a viable pedestrian/bike connection north/south. Currently, no such connection exists that doesn't require an extensive wait at a busy intersection along Mercer Street. A well-designed north/south connection over Mercer Street could support future TOD on either side of the road. A good example of this would be the University District Gateway Bridge in Spokane, which connects the WSU campus to EWU campus across the BNSF railroad tracks. The blocks at Taylor Ave & 6th Ave between Mercer & Roy Streets should also be up-zoned to allow more height/density similar to the lots further south along 7th Ave. to encourage more TOD	Peter Tallar

	development. Lastly the preferred station at Westlake & Denny is the clear choice. Locating the station uphill to the east per alternative DT-2 greatly restricts both accessibility and a clear connection to the rest of the neighborhood. The potential high-rise project at Blanchard & 8th should be made to incorporate the station entrances called for in the design. I hope my comments provide a perspective that maybe hasn't been considered yet in the planning of the project. Transit shouldn't be viewed simply as a means of moving people from A to B; it has the potential to transform entire neighborhoods because of the intimate connections it creates to other parts of the city and region. The Ballard line will be extremely expensive and therefore in making our choices about the design we should put significant weight on the potential for high-density uses adjacent and on top of the stations and how those stations will inhabit the neighborhoods they are placed in.	
04/12/2022	Magnolia / interbay area is one of the hardest areas to reach by transit at the moment, with only one bud going east and one going south. Interbay stop would be preferred, with stops in SLU and Chinatown. Thanks!	Mahsa Borhani
04/13/2022	1. Do not eliminate any stations. 2. Work to make stations as shallow as possible. 3. Improve transfer times wherever possible. 4. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. 5. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible. 6. Plan to build for future expansion in Seattle. Unfortunately, Sound Transit is acting like it's planning a bus line, not the system that will be in place for 200+ years. When was the last time a subway line in New York had an infill station added or its alignment improved? Your decisions now will make a good system or a shoddy one, and cutting stations, burying them so deep that it takes 5+ minutes to even reach the platform, and cutting stations out of downtown, dense neighborhoods means we will have a system that does nothing to help Seattle and the region that has voted for ST3. We need better and strong leadership - if this cannot be done correctly now, it's time to pause the entire project and go back to the drawing board - not ram through a half-baked project.	Matthew Trecha
04/13/2022	If we're looking to cut costs, why not elevate the track and stations in Ballard too. If elevated is good enough for West Seattle, it's good enough for Ballard.	Adam Pimley

04/13/2022	I agree with the advice of Seattle Subway: Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible. Plan to build for future expansion in Seattle.	Andrew Hu
04/13/2022	To whom it may concern, As a new member of the West Seattle/Youngstown community I am extremely invested in the outcome of this project. The potential benefits are clear, however some concerns should also be taken into account. As stewards of the environment we have a responsibility to protect the natural resources and habitats around us. Sound Transit should prefer alternatives that do the least amount of damage to the environment. The north Duwamish crossing would create the least amount environmental disruption while also avoiding the critical pigeon point area. Businesses would be temporarily disrupted during construction but would quickly evolve and find solutions. Contrastingly, the environmental impact on the habitat and ecology would be permanent. The consequences of the light rail on the habitats should be studied in more depth to ensure that it isn't out of compliance with federal and state laws protecting the environment. Secondly, residential displacements should be minimized. Many new developments are taking place within the current preferred route. This only adds to the importance of the light rail. The north Avalon route (Del-6) would displace the least amount of residents and businesses. Currently the DEIS does not disclose the demographics of the residential displacements. This socioeconomic and racial demographics should be studied in order to choose a route that does not displace primarily minority and low-income people or infringe upon any of the housing laws. This is consistent with the goals of Sound Transit and equity within the community. Thank you for reviewing my comment, Nicholas Gomez	Nicholas Gomez

04/13/2022	The north crossing alternative over the Duwamish waterway (DUW-2) is preferable because there will no loss of residential housing and minimal impact on employees with that option (EIS-ES-12). For the Delridge segment, the DEL-2a option best serves the community. This option is compatible with the tunnel alternatives for the West Seattle Junction segment. The cost of this option is $200-300 M less than an elevated track. This cost savings can be used to finance the tunnel options. DEL-2a also has minimal impact on residential displacement compared to the other alternatives (EIS-ES-18). The West Seattle Junction segment must be a tunnel, preferably alternative WSJ-3a. The cost difference between the elevated track and a tunnel is not that much (EIS-ES-23). Cost cannot be the deciding factor in this complex issue. The negative impact of an elevated track far outweighs any perceived benefits. The West Seattle Junction and surrounding neighborhoods are a designated Urban Village. The EIS (ES-2) correctly states that "…these areas will continue to increase in residential and/or employment density over the next 30 years." (EIS-ES-2). An elevated track will defeat the gains made by this long-term urban planning by the City of Seattle, whereas a tunnel will enhance it. The Urban Village has higher density housing, including lower income housing. The EIS (ES-3) states that one of the fundamental purposes of the project is to integrate "…in a manner that is consistent with local land use plans and policies.." A tunnel best supports the Urban Village by not destroying homes, neighborhoods and businesses. Another stated purpose is to "Encourage convenient and safe non-motorized access to stations, such as bicycle and pedestrian connections…" (ES-3). The neighborhoods of 41st and 42nd Avenue SW are a Seattle Neighborhood Greenway, which provides a safe connection between neighborhoods and the Junction for bikes and pedestrians. An elevated track will destroy this and defeat a basic principle of the Light Rail project, whereas a tunnel won't. An elevated track will only make traffic congestion worse by reducing surface road efficiency. The EIS states that "Roadway congestion in the project corridor will continue to degrade transit performance and reliability…" We need to retain as much of the surface streets as possible to address this issue. A tunnel has less impact on surface roads (EIS-ES-23). A tunnel for the Junction is far preferable to an elevated or surface track. The EIS clearly supports this position by providing data and analysis that a tunnel has minimal impact on residential, business, and employees, and has no visual impact and no operational noise compared to an elevated track (ES-23). A tunnel is the only viable option.	Jim Klaniecki
04/13/2022	Please choose one of the two tunnel alternatives for the Interbay to Ballard section. Given that the cost for tunnels are lower or on par to cost of the "preferred option", why take so many low and moderate income housing? I live in NW Queen Anne and our building will be taken. Our building is an exceedingly rare affordable condo building. The other buildings to be taken are all lower and moderate income rentals and condos. Taking these when there are reasonable alternatives is against the principals of our city where we are trying to preserve affordable housing. Please apply the same logic for all the remaining segments - "Preferred" should be to take as few units of housing even if it costs more, rather than simply the cheapest option which is what has been chosen in West Seattle, Interbay, Queen Anne, Ballard. Where will people go? Much more to support them in looking for housing which simply does not exist.	Laura Finkelstein
04/13/2022	As discussions have started about consolidating the Smith Cove and Interbay Stations, I wanted to speak in favor of preserving any station option in Interbay (generally near 15th and Dravus). I live in Magnolia and the Interbay station will be the system access point for all of my neighborhood as well as Queen Anne. A station near Dravus serves Magnolia (particularly they multifamily housing just across the bridge) much better than the proposed Smith-Dravus midpoint station. Please 1) Preserve this station location and 2) Ensure there is a proper transit connection between Magnolia and the Interbay Station. (E.g. neighborhood bus loop w/10 minute frequency)	Jacob Tukel

04/13/2022	I live at 3646 14th Ave W. There is potential that in alternative IBB-1b that my property be acquired. I am generally in support of public transportation and have no issue working with the government should my property need to be acquired. My concern is with Alternative IBB-1a, which the Draft Environmental Impact Report says that our property will not need to be acquired. To me, the construction line of both IBB-1b and 1a look the exact same where it would cut by our property. Constructing an elevated platform directly across from/above our property and not taking our property would undoubtedly decrease our property value. My partner and I recently purchased our first home here in 2021. We paid market value for our home. Should our property value decrease because of this project, Sound Transit would be harming a growing family--and our many neighbors who will be equally effected. I would like to strongly voice my support for finding the funding to tunnel or for option IBB-1b.	Allison Dolzonek
04/13/2022	Please find funding for the tunnel option or IBB-1b I literally JUST bought my condo on 14th Ave W and it would really suck for me and my family to have to move especially in the current housing market. I also wouldn't appreciate my property value decreasing either because of a lightrail right over my roof. I beg you please.	Adrianna Pizzola
04/13/2022	A superior option would be to find the funding to build a tunnel so as not to displace current residents in the proposed areas. A tunnel would be the least obstructive option for both current residents' housing and the general aesthetic and flow of the city and should be strongly considered as a good faith effort to benefit the actual residents of this area. Of the proposed options, option IBB-1b is preferable compared to all other options.	Sarah Kittross
04/13/2022	I don't believe any of the Ballard Line choices are acceptable. Sound Transit MUST reconsider: SLU Station: Place it on 8th/9th Ave N/ Dexter - basically IN South Lake Union. Right now, the proposed station is not in SLU and closer to the Seattle Center than SLU. Interbay: This opens up closer connections to Magnolia, which will likely never get rail service in our lifetime. "Ballard" This is the most horrendous. 15th and 14th Ave's DO NOT serve Ballard whatsoever. This would be repeating the mistake of building light rail on MLK and calling the stations Columbia City and Rainier Beach. The spirit of Ballard is centralized around Ballard Ave and areas between 22nd and 24th Ave. Future generations will look back at us and exclaim "what were they thinking?!"	Reyes Ojeda

04/12/2022	To Whom It May Concern: I wish to indicate a possible constraint on future system expansion if a 14th Ave. NW alignment and station location is selected based on the current preferred routes. Such an alignment may reduce current acquisition costs and impacts, but I would caution that any longer term expansion into Crown Hill and beyond should be considered. If the alignment continues along 14th it would impact both Ballard High School and Whittier Elementary School unless it remains in tunnel. Ensuring that the current 14th Avenue alignment could feasibly return to 15th for tunnel/surface/elevated options before NW 65th St. should be evaluated to avoid such impact on the schools and other community assets such Ballard Pool as expansions occur beyond the current extension. Thank you for the opportunity to comment. Feel free to contact me if you have any questions. Jeff Raker 206-708-0512	Jeffrey Raker
04/13/2022	I'm writing in support of the DT-1 alternative for Seattle Center. I love the locations of the two station entrances. I love the easy access to SIFF Uptown and the rest of the QA Uptown street. I also love the how the other station entrance provides direct access to Seattle Center. We need to address some of surrounding businesses have concerns, but this is by far the better option in the long term and I strongly support it!	Jacob Tukel
04/13/2022	Sound Transit must reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. Ballard's biggest and most productive small business strongholds are along 24th and Ballard Avenues. This station is the only Ballard station in ST3 and is likely to be the furthest west Ballard station in the system forever – Sound Transit needs to get it right. Reject both presented options for South Lake Union. Instead, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible.	JD Leahy
04/13/2022	Disclaimer - I am on the Lake Forest Park city council, but am speaking for myself. When the Ballard - West Seattle line opens, the spine will be disconnected. In other words, transit riders from North King and South Snohomish counties traveling to SeaTac Airport, Tacoma, and Pierce county will need to transfer. It is absolutely critical that Sound Transit make this transfer as easy as possible, or else fewer riders will take Link and the environmental benefits of light rail will be less fully realized. Transfers are critical! SODO - it doesn't get as much attention as the tunnel stations, but SODO is an obvious transfer point between the 2 spines. It is on the surface as opposed to 2 different tunnels. ST MUST find a way to have a simple transfer at this station. The mixed profile (SODO-2) option appears to have the best transfers. International District - the deeper the station, the harder it will be to transfer between the 2 downtown Seattle tunnels. From a rider transfer perspective, the 4th and 5th Ave deep options should be non-starters. Of the 2 shallow options, 4th Ave (CID-1a) seems to have the most promise for transfers. Further it would have a lesser construction impact on residents/businesses of the International District. However transfers of over 4 minutes should not be considered acceptable. Sound Transit really needs to spend some effort improving the transfers for ALL of the International District options. Westlake - similar comments to International District. The 5th Ave option (DT-1) is the obvious choice, but its utility will heavily depend on how well it connects to the existing Westlake tunnel station. Thank you for your attention to this.	Larry Goldman

04/14/2022	Congratulations on publishing 6 million words that are inaccesible to all but the most educated with the most time on their hands. The location in Magnolia next to BNSF is totally idiotic. Beyond that, who cares? Equity?	Bob Bobson
04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.	Matthew Giles

	(4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Matthew Giles hiimmattgiles@me.com 2847 SW Nevada St Seattle, Washington 98126	

04/13/2022	Manager DEIS Comments, Hi, I want the The Ballard-West Seattle Link Extension to prioritize the needs of daily riders like me. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what I voted to approve with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. The utility of light rail is reduced when stations are too deep. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for people like me who make frequent sports trips. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of comments like mine. Stephen Sherwood frenzy.presto.0q@icloud.com 905 NE 66th St #431 Seattle, Washington 98115	Stephen Sherwood

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Lucas Simons ltsimons@gmail.com 1400 31st Ave Seattle, Washington 98122	Lucas Simons

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. James Wu jameswu@hey.com 905 Dexter Ave North L445 Seattle, Washington 98109	James Wu

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04/12/2022	Hi, I've read the notes of 4 different models of the Chinatown/ID segments of the Ballard Link Extension (someone graciously gave me a paper copy of the executive summary) at an outreach event. Option CID-1a seems like the best option with least impact in terms of displacements. The only downside I'm concerned about are the residential displacements that would occur with the Seattle Club Eagle Village Pilot Modular housing shelter. My ask is that if you choose this option that you please provide the funds and resources (relocation $$ and support) to all the displaced residents and guarantee housing to them before construction starts. I would like Sound Transit to avoid Option CID-2a and CID-2b as much as possible because of business displacements in the Chinatown/ID historic-district. While I understand Option CID-1a and Option CID-1b would also be affected by construction disruption to their historic properties (Pioneer Square), I would prioritize protecting properties in Chinatown/ID over the ones in Pioneer Square because they are minority-owned. In terms of equity, option CID-1a and CID-1b are better choices. Last, I've heard some chatter from my fellow residents that they want to avoid Chinatown/ID segment entirely for the Ballard Link Extension and are pushing to have a station further south as an alternative. I don't agree with this, and overall want to increase transit access to Chinatown/ID neighborhood. I'm an ELL teacher with Seattle Public Schools and work in many different schools all over Seattle, from North, Central, South, and West. Rent and parking space in Seattle is really expensive and being able to live carless has made living affordable for me and many low-income residents in the neighborhood. Please keep Chinatown/ID a transportation hub of importance! Sincerely, Teresa Dang Chinatown/ID resident	Teresa Dang

04/12/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Keith Kyle keithbkyle@gmail.com 928 Hobson St Walla Walla, Washington 99362	Keith Kyle

04/14/2022	I agree with these recommendations from The Urbanist: First and foremost, design the system for transit riders and the optimal rider experience. 2. Build the system to maximize ridership. 3. Design the system to be easy to expand. 4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. 5. Construction impacts are important but shouldn't solely determine a 100-year investment. 6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. https://www.theurbanist.org/2022/04/14/best-seattle-light-rail-alignments/	Andrew Hu
04/14/2022	Hope to have a station around Alaska junction or Morgan junction. It's taking too long to go to downtown Seattle by bus. Thanks! Grace	Grace T.
04/14/2022	The following are my comments for the West Seattle/Ballard EIS. SoDo Station: SODO-2. It will allow the SoDo busway to eventually reopen, which is worth the extra cost. Delridge Station: Either DEL-2a or DEL-6. I believe the two most important things at this station are proper connections to the new RapidRide H and station infrastructure that allows for a tunnel alignment. Avalon/Alaska Junction: WSJ-5. While I prefer a location on 42nd Avenue SW than 41st Avenue SW, the cheaper cost of WSJ-5, as well as its minimal disruption makes it the best option. International District/Chinatown: CID-1a. This option provides easy transfers between lines while not disrupting the Chinatown neighborhood (less impact to businesses and residences). Downtown Segment: DT-1. I believe a line on 5th Avenue and Harrison Street is best, with some caveats. Stations should be put as shallow as they feasibly can, especially at Westlake since it will be a major transfer point in the system. I also believe money should be allocated for the construction of a tunnel box to the west of the South Lake Union station, as a provision for expansion north in the future. I also believe noise abatement measures should be put in outside the SLU station, since it will be right near the entrance of the SR-99 tunnel, but I also understand that Sound Transit may have to work with other stakeholders for this. South Interbay Segment: SIB-1, since it provides the best access to Pier 91 and the current Expedia Campus, as well as being cheaper than the other alternatives. Interbay/Ballard: IBB-2b. This is because it provides walkable access to both the historic core west of 15th and the brewery district east of 15th. I also believe a tunnel alignment is best for future expansion north along 15th Avenue NW. If a station is to be built on the east side of 15th Avenue though (as shown in IBB-2b), either an underground connection or pedestrian bridge should be built in conjunction, as a way for pedestrians to avoid crossing 15th Avenue NW (a very busy arterial). Thank you for your time.	Jamie Gruenberger

03/30/2022	Okay. My name is Jared Thompson. I am a property owner here on 40th Avenue Southwest. We are generally supportive of the tunnel options. The elevated options seem to have very significant social impacts, but we're also concerned about potential noise and vibration from tunnels. We didn't see any information really in the EIS, but it's also a huge document. I'm wondering if Sound Transit can provide residents with more information on what kind of issues they could expect or if not at all on those, noise and vibration, with the completed tunnel. Thank you.	Jared Thompson
03/30/2022	Thank you. A budget gap due partially to the increased cost of real estate was mentioned. The construction of the SkyLink alternative will require a small fraction of real estate needs than the light rail will. In concert with this, a fraction of homes and businesses will be displaced with the gondola. This, coupled with the SkyLink being a fraction of the budget and schedule to the light rail, why isn't the gondola being more seriously considered as a solution to the goals of servicing West Seattle in lieu of the rail for this project? Thank you.	Jeff Norris
03/30/2022	Hi. Thank you. I'm Katherine Woolverton in Highland Park. I support commissioning an external independent comparison of the light rail versus gondola technology to the West Seattle line. My comments today focus on the environmental portion of that comparison. The EIS study did not estimate greenhouse gas emissions associated with the construction of 80-to-160-foot-high concrete and steel posts, guideways, and rail stations. A proper impact evaluation should use tools such as the Embodied Carbon in Construction Calculator and fully elucidate the environmental impact of each option so that an objective environmental comparison can take place. The study should include the impact of the destruction of the Northern Duwamish Greenbelt, including the loss of carbon-sequestering vegetation as well as noise and pollution buffering for Pigeon Point. It should compare projected reduced vehicle miles traveled and associated emissions reductions between both modes considering the projected 2026 implementation date of a gondola system versus light rail's 2032 date. Finally, the study should include considerations of environmental equity within the context of historical redlining. The currently proposed light rail route runs through historically redlined neighborhoods and would displace up to 600 homes and 100 businesses in an already overburdened community. West Seattle residents deserve multimodal transportation options that fit our unique topography and make the best use of our tax dollars. What works for Northgate may not work for us. We shouldn't be forced to accept an ill-fitting system. We deserve a full and objective consideration of a gondola system for the West Seattle line. Thank you.	Katherine Woolverton
04/09/2022	It would be helpful to have bus #s connections available at each light rail stop.	
03/30/2022	Good evening. Thanks for letting me speak. As many of you now, my interest is in the Youngstown-Delridge neighborhood. I've been an advocate for the Andover route because that preserves almost 100 percent of the housing in the Youngstown area, and then the route that would follow the car, your arterial right-of-way on Avalon. There are two aspects of this routing that Sound Transit highlights as negatives. One's the station location. The other is a Nucor truck access currently on Andover. I'd like to speak briefly to each of those. If Sound Transit would consider moving the Delridge station 600 feet to the west and onto Andover, that would be a more accessible location for pedestrians. There's vacate land for a transit hub and also vacant land on which a TOD could be built. And the other is the Nucor truck access. There was a meeting that I attended with King County Metro, City of Seattle, Sound Transit, and a representative, a high-level representative from Nucor. We walked the property boundaries and looked at relocating the truck access away from the station location, placing it on the northeast corner of their property where their trucks would access in and out of the property on the lower Spokane Street roadway. That's doable. It would take cooperation principally between the City of Seattle and Nucor to make that happen. In this climate, the thing that would preserve West Seattle the most is the gondola alternative, and I agree with those who are saying that it should be studied and included now, not later. Thank you.	Dennis Noland

03/30/2022	Cool. So I kind of have two comments. The first one is it seems really bad to build a train that, at least to me, seems like no one will be able to use for about five years. I think it would be a serious mistake to go only to SODO and not to at least Chinatown-International District. At least getting to the CID station would mean that getting to the Eastside only requires a single transfer instead of two, as well as getting to King Street Station only requires or doesn't require any transfers. So we could get to Interurban and bus service or Interurban train and bus service. It seems very silly to have this train that goes only to SODO when we already have the 50 line and the 21 that both serve that station. The 21 is about an eight-minute walk, but it's totally walkable. The 50 is far more convenient for anyone north of the Alaska Junction. The 21 is far more convenient for anyone south of probably 35th. I just think that's really -- that would really not be ideal to just have infrastructure that we're not using for five years. And then I wanted to say a lot of people are very much in favor of the gondola. I think that the gondola would be a massive mistake in accessibility for South King County as well as for people who don't want to ride gondolas. Thanks.	Nicole Mazzuca
04/14/2022	Successful transit systems benefit from accessibility to stations. They also benefit from intuitively locating stations. We see this throughout the world - where stations are located at natural hubs and main arterials. This makes them easy to find, easy to access, and easily able to link up with other modes of transport. I struggle to find this knowledge applied to the preferred routes of the Ballard link in this EIS. To begin, DT-1 routing on Harrison goes against this logic and will confuse non-locals, reduce accessibility, and eliminate the added benefit of having 2 stations west of aurora (a prohibitive boundary) that can serve Seattle Center during large events. We see this work well at Century Link Stadium, where both the ID station and the stadium station both serve major events there. Would be a shame to miss this opportunity here. Again, as the route transitions into Interbay, SIB-1 and SIB-3 similarly part from this transit logic. Some of the best reasons to locate the lines along major arterials is to allow for future station additions and linkability with bus routes. SIB-1 and SIB-3 run the lines far from an arterial and along a virtual 'no man's land' between rows of railways and a golf course. In other words, this isn't even close to a hub or arterial. SIB-2 on the other hand serves a major arterial, is close to the Dravus/15th hub, and serves more housing density. As the route continues on (IBB-1a, IBB-2a, and IBB-2b), it is a struggle to find much density anywhere close to the Interbay station location. IBB-1b and IBB-3, on the other hand, clearly are more accessible and have a superior connection to other transit options. Further, IBB-3 stands out because it is closer to the main Ballard hub and Old Ballard. Finally, there seems to be some interchangeability here, whereas some of this routing looks exclusive to the preferred or alternate routing. For example, 5th Ave looks exclusive to DT-1 or 6th Ave exclusive to DT-2, but these actually seem interchangeable. Indeed, the routes touch near Virginia and 7th. Couldn't the accessibility advantages of the 5th Ave route be combined with the accessibility advantages of the Mercer route? Would be great if it could. To conclude, Seattle imagines itself as a 21st-century city. We should produce a transit system that looks like it - not one full of compromises. Let's do this right and choose DT-2, SIB-2, and IBB-3.	Robert Ernst

04/14/2022	I regularly travel from West Seattle to the University of Washington by Rapid Ride and lite rail. I was looking forward to the day when I could go by lite rail the entire distance. Now that I have seen the plans that Sound Transit is considering for the Alaska Junction station, I now hope that lite rail never comes to West Seattle. That Sound Transit's prefered option is to build an elevated line through with West Seattle, with an above ground station in the heart of the Alsaka Junction, and terminating the line in a single family residential neighborhood on 42nd Street is beyond comprehension. Sound Transit was able to find funding to build the line and stations from downtown under Capitol Hill, under the University and the University District, and through the neighborhoods just north of the U District, so claiming that right now money is the problem in building underground through West Seattle seems like Sound Transit considers the commercial and residential districts of West Seattle to be disposable. I mentioned Sound Transit's plans for West Seattle to a group of seven friends this morning, all of whom live in Montlake and surrounding neighborhoods. They all agreed that Sound Transit will make its decision about West Seattle without giving much weight to community input. I hope that is not the case and that the underground option will be the one selected.	Richard Miller
04/14/2022	I am a Ballard homeowner. First, this system needs to be practical to commute. Right now, the depths of many of the proposed stations seems to add needless minutes to everyday waiting on long escalators, if they are even running successfully. Major downtowns stations with 2+minute escalator rides is collectively years of Seattlites lives being wasted. 2nd, the SLU station proposal are barely, or is not in, SLU. Don't put it all the way over on Mercer. Bring it into Westlake, in the heart of all the SLU employers. Also, don't make it super deep, again. And no one wants to walk near 99. 3rd, Ballard. I know you will get a ton of grief here, but I'd rather have a movable bridge than something the height of the 99 bridge. That will completely change the feeling of Ballard forever, and will also cause platform access issues as well being so tall. But, now that tunnels aren't that much more expensive than other options (thanks, land acquisition costs), you ruled out west of 15th options too soon. 17th would have low impact to acquire parcels near the hospital, and could serve both old Ballard as well as New. You are never going to expand the system westward, so don't start too far East.	Nick Kiest

04/14/2022	I have three main questions regarding ridership projections, the elevated rail in West Seattle between the Delridge and Avalon stations, and the concept of a seamless transfer. Firstly, the DEIS page ES-3 footnote states, "Puget Sound Regional Council's VISION 2050 anticipates population and employment in the Puget Sound region will continue to grow over the next 30 years. The current long-range growth forecasts from Puget Sound Regional Council inform elements of the Draft Environmental Impact Statement analyses, such as ridership forecasts, projected vehicle trips and non-motorized activities. Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." The pandemic has severely changed both ridership projections and peak travel times. We do not yet know what the new normal is, nor is it appropriate to try to predict ridership and peak times until the effects of work-from-home and hybrid workplace models are more settled. At this point, it appears that Sound Transit is planning transit for the past instead of the future. Why continue to plan with pre-pandemic numbers, when a long-range forecast this is most likely not applicable? Secondly, the drawings in Appendix J, specifically drawing L50-GSP824 (page 39), show that the elevated light rail line from the Delridge Station to the Avalon Station will be approximately 150 feet above street level. The topography of West Seattle is particularly difficult with its hills, and an elevated line at that height would require an enormous amount of concrete and steel for construction and maintenance. These materials are becoming increasingly scarce and expensive, and as we have learned with the West Seattle Bridge repair, they may not always be readily available. 2) Has an analysis been done regarding the actual cost of this elevated line, as well as estimated emissions impacts of construction? How does the cost of the construction of the 150-foot elevated line compare to alternate methods, such as a gondola? If this analysis has not been done, when will it be done? With both of these topics in mind, my main concern is that Sound Transit is pushing forward with a costly construction that may not align with ridership in a post-pandemic world. According to Appendix L4.1-2 to 1-39, is it worth the destruction of local businesses: Ounces at 3809 Delridge Way SW, Skylark Cafe at 3805 Delridge Way SW, the Frye Commerce Center at 2414 SW Andover St (which is what keeps admission to the Frye Museum free!), West Seattle Brewing Company at 4415 Fauntleroy Way SW, and many more businesses and homes that will be affected by all alternatives, if ridership cannot be accurately forecast at this point and costs have not been examined and compared to alternatives that use less concrete? Thirdly, the concept of a seamless transfer from light rail line to light rail line has been mentioned in many meetings with Sound Transit. However, the West Seattle extension would still require most riders to take a bus to one of the proposed stations at Delridge, Avalon, or Alaska Junction before boarding a train. That train would then only go to SoDO in 2032, requiring a transfer to a new train. From there, additional transfers would be required in downtown in 2037 and beyond, for which record-deep stations are being considered. Having to ride elevator-only access several stories to the shallower downtown stations is not the same as stepping across the platform to a new line. The idea of "seamless" appears to only mean train to train, and is not at all indicative of time-saving measures for riders. 3) While I understand the investment in a singular mode of transit (light rail), why is Sound Transit not looking at alternatives that would allow for simpler transfers at existing stations? The phrase "seamless" is quite loosely defined in this situation, where transfers between extremely deep (135+ feet) stations that are accessible only by elevators will incur additional travel time. If transfers are already required to access light rail, why is Sound Transit not pursuing alternatives that could be built both more quickly and cheaper than the elevated lines in West Seattle? Thank you for your consideration.	Mariana Huben

04/14/2022	I have concerns that the 14th ave alignment in Ballard would have a negative impact to the residents of the area with the elimination of the Safeway, which has been vital grocery store to the area for a long time. Multifamily complexes are also in development in the area that are planned to not include parking for the units. Elimination of the Safeway would result in a greater distances for the residents of these complexes to have go to obtain groceries. Going with the 14th ave alignment would only give a short term benefit in terms of cost cutting but would overall have negative impacts to the community.	Morgan Simon
04/14/2022	I am writing in support of the Preferred Tunnel 41st Avenue Station (WSJ-3a) and Preferred Tunnel 42nd Avenue Station Option (WSJ-3b) options for the West Seattle Link Extension, based on Table ES-4 in the Draft EIS. By comparison, the elevated options are not suitable, given the drastically higher displacement of residences and businesses, and the high noise impact. The cost to obtain so many additional residential properties will continue to increase as property values rise. I would also be in favor of a gondola option.	Brent Christian
04/15/2022	I much prefer the 14th street subway station for Ballard. 14th has become a pedestrian friendly corridor and further investment will bolster the safety and community activations for the neighborhood. 15th ave should remain an efficient mode of moving vehicular traffic through the neighborhood.	Andrew Tait
04/15/2022	I support the feedback that's been laid out by the Urbanist and Seattle Subway (https://www.theurbanist.org/2022/04/14/best-seattle-light-rail-alignments/) to create the best system for long term needs. Junction: Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. Avalon: Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. Delridge: DEL-6, with caveats: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. SoDo: Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. Chinatown-International District: 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Midtown: 5th Avenue, Less Deep: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. Westlake: 5th Avenue, with better surface access and transfers: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Denny: DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. South Lake Union: Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. South Lake Union should have a station centered in it based on all the jobs in the area. Uptown / Seattle Center: Republican Street: Prefer Republican Street Station Smith Cove: Galer Street: Preferred Galer Street Station [SIB-1]. Interbay: Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3].	Asad Syed

	Ballard: Put a station entrance west of 15th Avenue: study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. Lastly, consider adding in in spur tracks at SLU to allow an additional spur to be build in the future per Seattle Subway goal map. Thank you.	
03/30/2022	Hi. My name is Sue Luke, not Lake, and I am resident at Alaska Junction. And I think that it's really a huge mistake that you guys have made by not including the SkyLink in the draft EIS. I have been working with the forest service, EPA, and other organizations to do draft EISs -- well, you know, ultimately, the EIS itself. And, you know, not to include definitely an alternative is a huge mistake, just immediately. So I think that you need to not issue the EIS without including the gondola as an alternative because it's much cheaper, it's much simpler, and it's much faster. And it's going to bring us into the future rather than keeping us in the past. Thank you.	Sue Luke

03/30/2022	I'm Susan Oxley, founding member of the North American Climate Justice Team, the 34th District Democrats EELU Caucus, and a West Seattle resident. I too speak in favor of an aerial gondola as a viable alternative to the Sound Transit extension which would destroy multiple neighborhoods and businesses. The EIS states clearly that relocating businesses dependent on the Duwamish and Salmon Bay waterways would be difficult or impossible. Disproportionate displacement of marginalized people, communities of color, and low-income populations, especially in the Chinatown-International District, raise issues of environmental justice and echo racism. All Sound Transit alternatives would destroy historic properties and further fracture the cultural integrity. On the other hand, the aerial gondola utilizes short, slim towers and overhead transit that preserve neighborhoods, businesses, and population integrity. It's estimated to cost a tenth of the light rail extension with the environmental impact much less. It's proven to be an efficient, low-impact people-mover in La Paz and Mexico City, safe, frequent, able to move 4,500 passengers per hour. One report estimates that's a third more than the light rail can carry. It would benefit both privileged and ethnic populations without displacing as many ethnic businesses, historic sites, homes, and people. If it can be done in Mexico, it can be done here. Finally, the gondola has a smaller ecological footprint, faster construction times, less energy use, is quieter and more affordable. It's a viable alternative, simple, practical, efficient. Let's go high. Go gondola.	Susan Oxley
03/30/2022	Hello. My name is Marie Flake, and I am a West Seattle resident. And I'm speaking in support of an outside expert study of gondola technology. I'm a property owner and a taxpayer. I voted for ST3 because I want and I'm willing to pay for mass transit, and I want it expanded and extended. I didn't vote exclusively for light rail technology. I voted for transit, the most effective, efficient, modern options available. There are other modalities that might be a better fit for connecting some locations and geographies like West Seattle to the main -- I'm going to put in air quotes -- trunk line of the light rail. These other modalities may be less destructive to communities, more accessible for passengers, faster, and way less expensive to construct. Please commission an outside expert study of gondola technology. Thank you.	Marie Flake
04/15/2022	Hello. My name is Mark Hergert, and I believe that the uncertainty of the eminent domain for those homeowners that may be affected by property purchase. Some people, such as ourselves, have planned for many years to sell our home that is possibly one of those to be purchased within the next six months, and I believe that the property value would be significantly diminished by having the uncertainty of whether that home will still be standing two years or one year from now. I hope that that is being considered and that it's -- I just think the property value would be highly diminished by that uncertainty for someone that is selling their house in the near future. That's my statement.	Mark Hergert
03/30/2022	Hi. I'm Annie Phillips. I co-chair the environmental caucus of the 34th Legislative District Democrats. Most of our members live in West Seattle and work downtown around the Eastside. Thank you for letting us tell you how we feel about the light rail options in the draft EIS. Actually, there's about 20 variations on the light rail theme for the West Seattle Link. Since the voters approved the big idea in 2016, the budget and timeline have both been stretched, and now that we see the expected losses of our homes, our businesses and jobs, and the disruption in our neighborhoods, we're wondering if there isn't a better idea. With any of the light rail choices, environmental impacts would be major. The loss of urban forest: Trees provide beauty and relaxation, homes for wildlife, stormwater control, carbon sequestration, air purification and cooling. Increased impervious surfaces and noise pollution, which all I can see is this is the only one of the impacts that the draft EIS even mentions. Well, it turns out there is an alternative, an aerial gondola. Urban gondolas are successfully moving as many as 4,500 riders per hour in cities such as Mexico City; Ankara, Turkey; and La Paz, Bolivia. A gondola is uniquely suited to West Seattle terrain with Pigeon Point and the Duwamish inlet, and it can be built six years sooner, taking more gas-burning private vehicles off the road much sooner, helping put a stop to climate change. With fewer, smaller towers, the gondola is much more environmentally friendly than the light rail, and it would cost about a tenth as much. Please hire an independent consultant to compare a gondola system to the light rail options in the DEIS. From what we've learned, it's by far our preferred alternative. Thank you.	Annie Phillips

03/30/2022	Hi. This is Julianna Carlson. I am a resident of West Seattle and a small business co-owner that also works in the building at Delridge and Andover, and my family is a co-owner of that building. It was built to last 100 years-plus. We have been there about ten, and we would really like to keep it for the small businesses of the owners. There's three partners, and all of the businesses are in that building. All of the options but the Andover Street station, DL-6 and DL-5, would force us to demolish that building, which we had planned to keep for our families for generations. We try hard to keep that street corner safe and pick up all the trash and deal with all of the bus stop issues at that corner, and we're happy to keep doing it as long as we can stay in our building. So from the draft EIS, it appears that the Andover Street station, the DL-6 option and DL-5 options, either one of them appear to be equal, if not less, in cost and significantly less impacts as far as parks and historical as well as less residential displacement. Thank you.	Julianna Carlson
03/30/2022	Hi. My name is Tommy Swartz, and I'm a West Seattle resident, right off of Delridge. I too am advocating for the Andover Street lower-height option. As the previous commenter outlined, it clearly meets all the criteria, and it's the highest performing. It's the lowest cost, displaces the fewest residencies, businesses, and has zero park effects. I am a strong advocate for this option and believe this is the best option for residences and people who've worked hard to save up money for these residences in a difficult city to buy homes in. Thank you.	Tommy Swartz
03/30/2022	Thank you. My name is Randy Litzenberger. I'm a West Seattle resident, and along with Annie Phillips, I am the co-chair of the 34th Democrats Environment, Energy, and Land-Use Caucus. I would echo the points as I heard from many of my friends and neighbors here this evening. The reality is that in terms of Sound Transit's planned light rail extension to West Seattle, there is a viable alternative, one that brings it in at a much lower cost, a fraction of the cost to be sure, as well as a much smaller environmental footprint. And when we consider even that light rail is certainly in the long run, hopefully, better for the environment and greenhouse gas emissions than automobiles, we have to understand the construction of this light rail to West Seattle would imbed pillars of concrete into our community, lead to relocation of neighborhoods and the like. It would do great damage to the heart of our community. And I would also call on Sound Transit to consider that in a moment when they should be considering the flexibility necessary to make a gondola viable as an alternative, they have precedent for this before. Several years back, when they were faced with escalating costs for a Capitol Hill light rail station, they ended up abandoning that and going to an alternative; so we do have precedent for this. We know that across the planet, as we have heard, gondolas are viable in many different parts of the world. It should be here as well. I very much endorse an aerial gondola for West Seattle. It'll bring it sooner, it'll make it better, and it'll be something we can be proud of. Let's say yes to gondola. Thank you for your time this evening.	Randy Litzenberger
03/30/2022	Great. So I would like to be an advocate specifically for the Andover station and the tunnel entrance for it, advocate for it being a tunnel at the Andover station and then specifically the tunnel entrance being on the south side of the Genesee Street. I want to prioritize not pretty much tearing down people's homes and building on the golf course right there instead. I think it just should be taken into consideration the amount of land that golf courses hold in urban spaces and just emphasize to the Sound Transit Board that that alternative would be preferred if the tunnel is on the south side of the Genesee Street. That is it.	William Green
03/30/2022	Hello. Thanks, Chris. My name is Nancy Woodland. I live on 42nd Avenue Southwest in the West Seattle Junction area, and my comment's going to be very short. I just want to advocate for the tunnel options in the event that the stations that end up in the Jefferson Square area end up winning out with all of the studies. We have a significantly settled neighborhood vibe here. We're part of the heart of the West Seattle Junction and would really love to consider that alternative to try to maintain some parts of that neighborhood area. And, also, a very big fan of the idea of having the light rail coming in, and now, tonight, interested in the gondola option. Thanks for listening.	Nancy Woodland

03/30/2022	Yes. I'm actually Bette Levins [phonetic spelling], and I've been a resident of West Seattle now for like 37 years in our current home, which is typical of most Seattle residents. And I would really like to advocate for the gondola. I know the gondola is a different way of approaching the solutions of traffic. I would like it to be considered because I think it's a really good thing to do. I also think that a lot of times that the things that West Seattle tends to contribute like, for instance, the bridge or the tunnel under the West Seattle Bridge are often the things that have never really been considered. So I feel like we have kind of been like the stepchild, and our ideas have not been considered. And I would really like you -- I'd like Sound Transit to sincerely consider it in a fair, equitable, and justifiable way. So when you do consider it, please let us know how you have considered it, what you have done to research this. And if it's not better, as good or better than what you are proposing, I would like to know why. Thank you.	Bette Levins
03/30/2022	Hello. My name is Shelby Skeena [phonetic spelling]. I'm a West Seattle resident. Like many people, I supported the West Seattle light rail extension; however, now that I'm able to see the plans and envision the devastating impact to our community, I feel it would be a huge mistake. I support the gondola as a far superior option regarding in relation to the environmental impacts, including the blue heron reserve on Pigeon Point and the Duwamish Greenbelt; also, the impacts of all of that concrete and carbon emissions that it would release into our environment. I support it for the cost savings, the smaller impact on homes and businesses, and the ability to have transit here in West Seattle much quicker than with the light rail option. So please consider or please implement a commission, an independent study for the SkyLink gondola. Thank you.	Shelby Skeena
03/30/2022	Okay. My name's Joe Fuller. I'm a resident of West Seattle. I reside on 41st Avenue Southwest, very near Jackson Square or, I should say, Jefferson Square. And I just want to advocate for the tunnel option. I just want to be on the record. I think that's going to be the best option for the very least displacement of businesses and houses in West Seattle, and I just want to be on the record. Thank you.	Joe Fuller
03/30/2022	Thank you very much. My name is Frank Immel. I'm a West Seattle resident and property owner, and I encourage you to look at the gondola option and to commission an outside review for that. I have a hard time understanding how, if you're looking at options, you would not look at a viable option versus kind of going down the path of what you are continuing to go down. There's so many benefits that have been stated tonight: you know, environment, speed, delivery, cost, all of these things. And I think this is just a very -- I highly encourage you to look at that significantly and seriously. Thank you very much.	Frank Immel
03/30/2022	Yeah. I would just like to have it on the record that I have lived in West Seattle for the last nine years. My wife is a frequent commuter on buses, on the RapidRide buses. My family also commutes on those RapidRide buses during the weekends, and we do not find it to be an adverse amount of time; in fact, it's 15 to 20 minutes, average. And I'd just like to have it on the record that I'm opposed to the Link light rail.	Marc

04/15/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Margaret Anthony
03/30/2022	Thank you very much, and thank you all for being here and putting on all of these public input sessions. I appreciate all the work that you guys have done. In lieu of any further comments from the community about this particular segment, I'd just like to suggest that Sound Transit put further consideration towards cost-saving measures with some of the stations themselves. I also think that it's worth considering, given the number of comments about sort of the character and interruption that some of these elevated options to pose to the neighborhood, to think about how best to esthetically integrate those elevated options. On the larger note, just speaking to the WSBLE extension as a whole, I think I just want to add further voice to the notion that there should be shallower stations and cheaper construction costs kept in line with that. I know the community impacts can be significant and politically difficult, but if cost-saving is the intention and rider experience is a priority, having shallower stations all along the line, I think, is vital. Thank you so much.	James

04/15/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. Violate this and I will help sue you back to the stone age (just kidding, but you get extra credit for reading this) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	John Anthony
04/15/2022	Seattle Center station: preferred alignment under Republican Street (which includes an east station entrance in the heart of the Seattle Center campus) is the best rider experience for the 12M visitors to Seattle Center each year! The other alternative (Mercer Street) is too far and inconvenient. Also, please help mitigate construction impacts to the campus organizations to make this preferred alignment a win-win for everyone!	Randy Cote
04/15/2022	Hi -- I live on 22nd Ave SW between Andover and Charlestown. My property is outside any of the build corridor options, but we still imagine that we will be affected by noise, view obstruction, traffic from all the cars that will be trying to park in the neighborhood because you are overly optimistic about people taking the bus to the light rail. When my neighborhood met with your team in March, they were still entirely unprepared to give us information on these issues. I don't understand why you are unable to provide this info since there is plenty of info from Sound Transit's experience as well as from light rail experiences elsewhere. I imagine I will be able to easily see the faces of the people on the train or in the station as they pass by -- I am that close to where you are planning to put this. However, after several years of our community repeatedly asking these questions, the team continues to come unprepared to answer anything more than in the first meeting. They have made some progress in answering to directly impacted homeowners, but it is concerning that they can't respond to these very standard questions and concerns.	Ann Stedman
04/15/2022	Please build a tunnel to Ballard or Nothing. We don't need another viaduct that will block out the sun and be torn down someday. We have a bus system that works great lets just keep using it until we can build a real system underground. Thanks, John	John Walters
04/15/2022	A tunnel under the ship canal to Ballard is the only efficient long term alternative, and should be chosen over a bridge. The alternative chosen for the south lake union to Ballard segment should not reduce traffic lanes or capacity on 15th Ave W.	Richard Piacentini
04/15/2022	I feel that the transit board should require the West Seattle link to be under ground like it is in Beacon Hill. Otherwise it will unsettle too many West Seattle businesses and the businesses have enough issues with COVID and the West Seattle Bridge outage.	Michael Hootman

04/15/2022	I would greatly prefer to be choosing from, and commenting on, the alternatives presented in the DEIS. However, after seeing the initial design fleshed out into a more concrete form, I find that approach to be largely futile. The alternatives outlined in the DEIS are too costly, the stations are too deep or too high and often poorly located, and the line-to-line transfers are very inconvenient. Ironically, some measures which would drastically reduce costs should also provide a much better transit experience while mitigating many of the disruptions necessarily caused by a project of this size. Please reconsider running three lines in the current tunnel. Individual lines could operate at 6–9-minute headways (2-3 minutes when combined.) Some advantages include: • Large cost savings. • Far fewer surface disruptions during construction. • A much better system for riders with trivial transfers. • Possible preservation of the SODO busway. • Better service for all three stadiums. • Immediate utility for the West Seattle line, with a flyover junction south of SODO station. Two options should be studied for the Westlake to Ballard segment. The first is a burrowed junction north of Westlake station. The second is terminating the line at the 5th Ave, extension of Westlake station, level with the existing platform. This option will require a non-revenue connection to the rest of the system, possibly at the old Convention Place tunnel. Although slightly less convenient for riders from Ballard, the second option may be less disruptive and allow for more future branching, such as north from SLU to the 99 corridor, and/or east from Ballard to the University. Driverless trains may also be a possibility with this option. Both options will require capital improvements to the existing tunnel, as well as reliability improvements to the at-grade section in SODO and MLK. These are improvements that should be made anyway. As noted in ST's own cost-cutting proposal, the Denny station can be removed with little harm to the system. The SLU station should be relocated to the south, ideally along Westlake. (The proposed Dexter solution, while a little better than either DEIS alternative, still misses the heart of SLU.) The new SLU station can be shallow. This station, along with Westlake, will easily serve the walkshed of the eliminated Denny station. The line should turn sharply onto Mercer and provisions for a junction to the Aurora corridor should be considered. The LQA station should be shallow and on Mercer. The Ballard station must be moved to the west, ideally somewhere near 20th. The Thorndike portal option needs to be brought back for consideration. The current alignment choices do not serve the Ballard core. In West Seattle, eliminate the Avalon station, locate the Delridge station to the north near Andover, and tunnel to the terminal station at the Junction, preferably on 41st. If possible, the route should follow Andover to a portal under Avalon Way. The cost of this alignment will be similar to the other alternatives but comes without many of the permanent disruptions to neighborhoods due to an elevated line with insufficient right-of-way.	Roy Hirshkowitz
04/15/2022	I am writing in favor of the Andover Street location of the Delridge station because it has the fewest residential displacements (ES-18), no park impacts, and is cost favorable. The Andover Street location is the only one that will not destroy our neighborhood. Please choose the Andover Street location.	John Arenz
04/15/2022	I'm in favor of a tunnel from the proximity of Delridge. The raised alternative is a massive structure winding through neighborhoods. It's hard to imagine a superstructure 70' tall in the Avalon area. Building an elevated structure contiguous to an industrial area or open space is much different than an elevated structure casting a shadow over a dense newbie hood area like West Seattle.	Richard Kettlewell
04/15/2022	Putting an above-ground section of rail on the water view side near the Alaska Junction makes no sense. While hard to quantify in dollars, the impact would by far outweigh any cost savings. Do something right for once Seattle.	Brian O'Brien
04/15/2022	Waste of money. Just a free ride for the homeless to ride m, smoke narcotics and commit crimes.	Mika Harmon

04/15/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: 1) The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Oliver Rutz
04/15/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: 1) The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down 10) the Genesse route would require colums 150 feet tall. because of how steep Genesse is. That seems totally ridiculous and dangerous. Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Paddy Walls
04/15/2022	In regards to the Junction Alternatives, I myself and others in our community would wholeheartedly prefer the tunnel options. West Seattle is a tightknit community and believe the elevated options would tear up and divide important communities of color in this area. I also believe the stations on the tunnel near the actual Junction area will bring more commerce to the vital area of the Junction.	Parker Dre
04/15/2022	The two Ballard tunnel options appear to have the least impacts on the waterway, businesses, structures, and views. Furthermore the 14th Ave tunnel option (IBB-2a) is one of the least expensive. However, the 15th Avenue tunnel option (IBB-2b), although the most expensive by 13%, has the best alignment for servicing the businesses and high density housing already existing on 15th Avenue NW in Ballard. The 14th Ave. NW option (IBB-2a) would drag or spread commercial development from 15th over to 14th towards residential areas. The alignment on 15th NW (IBB-2b) could in the future follow the business corridor up 15th, and then along Holman Road and meeting up with the light rail station at Northgate. Long term this option makes the most sense to me, even if it would take longer to build due to being more costly, because it has the least impacts, and the best alignment with existing business and high density housing.	Chris MCMULDROCH
04/16/2022	The location looks good for the light rail. I think for all the neighborhood has dealt with, the construction on delridge, the bridge being down, etc, we should get this approved and going. West seattle should be a priority for sound transit .	Keane Ng

04/16/2022	I live on Pigeon Point next to the West Seattle Bridge. The project will NOT impact my property personally. However, I have some concerns about the options you are pushing forward as the preferred routes. It occurs to me that you may be putting business ahead of property owner displacement and that really bothers me a lot. Your primary focus should be placed on displacing as few residences as possible And from what I've seen on your proposals, there are methods to displace very very few residences, and sometimes even at a lower cost in doing so. So it perplexes me why you are choosing a more expensive option and needlessly displacing longtime residences instead of displacing business or not displacing at all. It makes me thing that this project is corrupt. That Business has more influence in this process than tax payers. That Environmental impact is being used as an excuse to bolster Business objectives. People on the End of Pigeon point who have been here and who's families have been here for decades are going to be displaced, and you have options that would avoid the point altogether. Your primary route basically levels the entire west end of the Andover to Genesee neighborhood. And that doesn't seem to bother you. Your reply is that your compensation will somehow give them the funds they need to replace their loss, and we all know that isn't true. There isn't an affordable residence in this city these days and what you compensate will not even remotely come close to making things right. I'm disappointed in you all. I expected better from you. I expected you to prioritize people over money and business. And if any of these people start any kind of legal action, even though I'm not impacted directly, I'll sign on to it.	Randy Sampson
04/16/2022	Thank you for all your work on this. ES.3.1.1.2 Duwamish Segment: I support DUW 2 because of its lower impacts on park area, including the heron colony, and greater distance from homes in the Pigeon Point neighborhood. I assume that engineering solutions could be found to mitigate impacts on Port operations; I don't think the same could be said for impacts on park area. ES.3.1.1.3 Delridge segment: I support proposed alternatives that have station locations further south (not DEL 5 or 6), and prefer the lowest guideways possible, transitioning to a tunnel. ES.3.1.1.4 West Seattle Junction segment: I support removing the Avalon station, and I support the tunnel alternatives. The longer the tunnel, the better, and I prefer the alternatives on 41st Ave SW.	David Hancock
04/16/2022	I write to STRONGLY encourage you to put the West Seattle station and light rail tracks underground. The purpose of light rail is to make Seattle more livable. Putting light rail underground will accomplish this goal. Putting light rail above ground hurts available housing, the environment and a vital, affordable neighborhood. Sound Transit found the money to build light rail underground in the more affluent and less diverse neighborhoods of Montlake, Capital Hill, First Hill, the University District. It is imperative to make the same decisions about below ground tracks in West Seattle. Other cities with mass transit systems have all found that underground trains are best for the longterm viability of the area. Do not be 'penny wise and pound foolish' by saving money to build above ground while destroying a lovely and livable neighborhood for generations to come.	Karin Miller

04/16/2022	Regarding the West Seattle Route; Avalon Station. As noted on the website link "Stations / Avalon". Regarding: All route options under Stations in the Avalon Station plans (As shown in items WSJ-1; WSJ-2; WSJ-3a; WSJ-5) PLEASE REMOTE THE RIDESHARE AREAS FROM SW GENESSEE ST. Suggest moving this onto Delridge. SW Genesee St. between 32nd and 35th, as well as Andover between Avalon and 32nd are critical access point for the homeowners on 32nd, and SW Avalon Way. REASONS: This block has been up-zoned and high-density projects are already planned and permitted. There will be construction off of SW Avalon Way for years to come. The EIS fails to provide details about traffic volume projections for the Rideshare area through our neighborhood. The EIS fails to explain how the road design will be adjusted to increase the capacity of Genesee to handle ride-share traffic. The current street on Genesee can only be accessed coming North from SW Avalon Way, or North up Andover and through the residential neighborhood on 32nd. The design implies that the design is to encourage ride-share traffic to drive up SW Genessee St., through the neighborhood to enter, then it would need to turn around, and drive back down SW Genesse St. to exit. (b/c the road does not go through). This design fails to understand that SW Genessee is a narrow residential street, that leads to the Alley behind SW Avalon Way. SW Avalon Way is, again, up-zoned, and increasing in density. The alley between Genesee and 32nd is where the block's waste removal is serviced. The EIS fails to provide a plan to the neighborhood about how Trash service will be maintained, during and after construction. The EIS fails to provide evidence that increased traffic volumes compared to needs for local access to the Alley and 32nd street have been assessed. The EIS fails to explain what local street parking options will be maintained/removed on SW Genessee St. Proceeding with the design as-is will make the area "unlivable". Happy to partner with designers to walk the area and discuss recommendations.	Jennifer Zielke

04/16/2022	It is hard to be uprooted from a place you've lived for 27 years. One that you thought you'd be taken out of wearing a toe tag [grim yes, but you get the point]. This location has been so convenient [except this "living through the bridge down" years] and as we know with any living situation LOCATION, LOCATION, LOCATION is key. When I am "Placed" in a new home will I get the same interest rate I am paying now or will there be adjustments made for that { We are going to need someone to figure out that story problem}. Also my house is small, getting a similar house in a location that is comparable is not going to be easy. That can all be worked out but these are some of my thoughts. I am in the path of the preferred route, right over the station location to be exact. As you can surmise I am also a stones throw from the less desirable plans so I have been detaching myself emotionally from this house for a long time. There are things I would have done to the house to "keep it up" but it hasn't made sense to put MORE into a landfill so am making due with what I have as is [it's all livable and safe, just in case you were wondering. For example: Do I need to put in new counter tops in a kitchen that is going to be destroyed? NO]. Investing in my property has been scaled back as it doesn't make sense. I hope you take that into consideration when you are assessing my property. I understand there will be a buyout / eminent domain that includes help with relocating and such. It seems a real estate lawyer will be needed for me to feel at ease. One of my other concerns besides WHERE AM I GOING TO GO is what appliances can I take with me? What in the house in general can I take? My on demand water heater is not that old for example and am not sure the next house will have one, not a cheap replacement and as funny as it may sound "the kitchen sink" it's a vintage sink with connecting drainboards on either side on a free standing metal cabinet, that I just love. I just don't know what kind of wiggle room we're going to have. When I called about these concerns I am told that it will be decided on an individual basis. What does that mean? that the demolition guys will see if it's something they want to take home or not? When I call, everyone is very nice but the more I talk to them the more I realize their only job is to keep us calm. I have been patient for several years now since this was laid at my door and wonder when you do get around to giving us concrete answers? what kind of time will I have to respond? perhaps I just have to be patient a little longer. I do appreciate you keeping the door open to communication, and listening to us is important but I have yet to hear of an individual plan that me and my neighbors can sink our teeth into. We are getting weary of doing the talking and perhaps I've missed some info from you but we need a better timeline . At any rate, thank you for listening yet again, I may have more thoughts but this is all I've got right now.	T Neinas
04/16/2022	SDOT, Please do not run an above ground light rail track down the middle of our residential streets. The north-south street that is 42nd Ave SW, running south from SW Edmonds St is populated by families, proud Seattle homeowners who enjoy a nice neighborhood with sound views. Placig a above ground light rail track on 42 Ave SW is unacceptable. Instead, the track should be located on Fauntleroy Ave SW, running south from Alaska & Fauntlery, to the ferry dock. Fauntleroy is already a main arterial and has an extra lane right in the middle! This is a no brainer. Come on SCOT, use your brains and make the right decision. Do not needlessly destroy our neighborhood. I support and underground rail system to avoid destroying our cherished West Seattle neighborhoods. Place the station at the Fauntleroy & Alaska junction, current site of Les Schwab or the Shell station,	John Douthwaite

04/16/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives (along Genessee) that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. Here are several more reasons for my support of Andover/Yancy/Avalon routes. The budget is the same or cheaper for the Yancy/Avalon routes, $1.6 B/ $1.5 B. Saving $100 million seems very prudent! The business disruption is similar for both of these options The private property disruption is less for both Andover/Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity could impact over 60,000 golfers each year The Parks Department supports the Andover/Yancy alternatives Longfellow Creek would have less risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Andover/Yancy/Avalon routes. Thank you!	Edward Irwin
04/16/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course on Genessee. The best reason to go on Andover & Yancy is to save $100 million. It also avoids precious park property. The golf course is a vital recreational option for Seattle citizens, and a thriving business, and would be damaged by the impact of construction long term. Thank you	Charles Irwin
04/16/2022	Hello, I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. Even if you are not a golfer, it is a beautiful green space in the middle of important area surrounded by land already taken for the bridge. I would ask that you consider the following reasons for not destroying the West Seattle Golf Course: 1 The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for - this is a very important fact! This is the second time that destroying a park property in the form of golf courses has come up and there is no reason to violate the City ordinance. 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year - who are voters and taxpayers too. 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down For all of the above reasons, please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Caisa Wasbrekke

04/16/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Eric Christianson
04/16/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The Parks Department supports the Andover/Yancy/Avalon alternatives The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. Thank you,	Wendy Gapp
04/16/2022	Regarding the Ballard station alternatives, as a local resident I strongly support placing the station at or west of 15th Ave NW, because walkability to Ballard's dense core is only really possible if the station has pedestrian access on the west side of 15th. A station at 17th or 20th Ave NW in Ballard would achieve this goal more effectively so I would suggest it be one of the alternatives. Additionally, I support the tunnel options over a movable bridge, which strikes me as having serious delay issues that would deter ridership. Nonetheless I am very excited that light rail will be coming to Ballard!	Brian Henn

04/16/2022	Dear Sir/Madam, We are non-English speaking folk and we have more than 1000 seniors and few hundred employees at the Chinatown ID community. Our community has been register as historic heritage. We all love Seattle love our community. It is our home town. The new Sound Transit project on the 4th Ave. which is good that minimized the impact of our community our peaceful life. Since the 4th Ave. Viaduct/bridge is going to pull down or rebuild can do it together with the new Sound Transit at 4th Ave. it will save time and save the cost. This is a good plant and we all strongly support it. The project on the 5th Ave. will occupy/Estimate the land from our community again. According to the history the discrimination of Chinese expulsion happened on 1886 -2-7, For the last decades the Chinese community have been pushed and moved around for few times due the new construction projects. It has been pushed and moved from Waterfront to 2nd Ave./Washington, then moved to 3rd. Ave/S.king St. After the Metro Tunnel we lost 3rd Ave. St. Now Chinatown and Japan town is between 4th Ave. and 8th Ave.(5 blocks) If anyone of you living at the community, your small home down your house the new construction project has to take your front yard and partly of your house you will understand how painful and upset we are. I believe you will against it and say NO. Furthermore the 5th Ave construction is almost at the center of our community, our residential buildings due to the mess of the construction like loud noises, dusty, truck in and out, block/close streets, bus diverts, stop gas, stop water etc...It will seriously impact and creates lots of headache to our residential buildings, dismal another 300 business for more than few years. Any project that disturbing/impact people is a failed/lost project and should not consider ! It is bad to take the advantage take the space from people from our community. We beg you all take the 4th Ave. project please DO NOT take the 5th Ave. project !! Thank you very much !	Beth Ku
04/16/2022	I live in Magnolia and am writing in support of the Preferred Elevated 14th Avenue (IBB-1a) option. While I also support both preferred tunnel options (Preferred Tunnel 14th Avenue- IBB-2a and Preferred Tunnel 14th Avenue- IBB-2b), the cost and disruption seem too high compared to Preferred Elevated 14th Avenue (IBB-1a).	Emily Matheson
04/17/2022	I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover / Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover / Yancy routing far outweigh the preferred options: 1.) Save $100 Million 2.) 487 Fewer displaced residence / apartments 3.) No impact to Green Space / Golf Course / Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives. Thank you for considering my comment, Colin Gants	Colin Gants

04/17/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Reasons for supporting Andover/Yancy Avalon routes include: The estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The Parks Department supports the Andover/Yancy/Avalon alternatives The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. Thanks	kim adams
04/17/2022	I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover / Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover / Yancy routing far outweigh the preferred options: 1.) Save $100 Million 2.) 487 Fewer displaced residence / apartments 3.) No impact to Green Space / Golf Course / Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives. Thank you for considering my comment, Max McCain	MAX MCCAIN
04/17/2022	I am commenting on the Delridge section of the West Seattle Light Rail section. I support the Andover / Yancy alternative - I do not support any of the preferred options on Genesee. As the studies suggest; the benefits of an Andover / Yancy routing far outweigh the preferred options: 1.) Save $100 Million 2.) 487 Fewer displaced residence / apartments 3.) No impact to Green Space / Golf Course / Fish Bearing Creek - up to 3 acres of green space lost in preferred alternatives. Thank you for considering my comment, Gina Hasson	Gina Hasson

04/17/2022	Hi, I strongly feel we need to move forward with below-ground options only. There is already unhealthy traffic noise from 15th Ave NW and installing an elevated track will likely set Ballard residents and Sounds Transit up for noise violations exceeding Federal safety standards, as well as associated health effects like stress and cardiovascular effects. Topographically there are no hills or earth to protect us from the sound. From my home on 17th I can hear trains along the water, fog horns now - pleasant enough as they are infrequent and mirror our industries. If light rail is above ground on 17th, it's going to be nothing other than unnecessary noise. Learn from the mistakes made in Tukwila and do the right thing to preserve Ballard's charm and property values for the people trying to live here.	Susan Turner
04/17/2022	P.S. 17th Ave NW residents are already dealing with increased traffic congestion, hit and run on vehicles etc. This is a solid vote no for aboveground solutions. Go underground.	Susan Turner
04/17/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: 1) The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.	Noah Van Loen

04/17/2022	Avalon station is redundant and not worth the cost. A large chunk of the Avalon neighborhood gets bulldozed in every alternative except the longer tunnels. The "medium tunnel" option is actually the worst of all for property acquisitions and impacts in our neighborhood, the above-ground Genesee options are also significant. The main reason the longer tunnels are more expensive is the 2nd underground station. The ridership estimate is only 1,200 daily boarding at the Avalon station because it is located in the walkshed of the Junction Station and people can simply use the other station that is closer to the urban core of the Junction. Additionally, this station has no bus service approach and not planned or access to parking to increase any ridership. Apartments and Condominiums in the area are counted a s a single property not multi-unit residences to provide accurate count of property acquisitions. Additionally, some of these multi-unit properties include multiple generation residences per unit – so actual people displaced is not counted or assessed accurately. No options without the Avalon station have been considered. Where this may provide the option of a less impactful tunnel option to a more central location or lower cost implementation to mitigate over-runs already realized. Even as planned – any of the options presented – there is next to know reasonable access for the Delridge neighborhood or anywhere south. This is notably a growing neighborhood the city is trying to gentrify - that ST is not serving or running over and the most under-served by mass transit option. Run the train up Myers Way where transportation options are needed. And there are less densely populated neighborhoods to evict/slash/burn. The 'voter approved ST3 stated 3 stations would be built in WS so they put 3 stations in the plan' argument, about a notional cartoon attached to a vote ballot, in haste to make a deadline, for possible unplanned West Seattle line – is better described as a money grab for taxes and a professional example of zero planning and dysfunctional management. This indefensible position is not a valid reason. And with no actual threshold defined for approval the utilization of this proposed station demands to use our brain and review an option without this station. To ignore this obvious boondoggle and continuation of the bush-league approach to manage this project. With the only data analysis provided it has been projected that Avalon station is worthless this close to Junction. Longest tunnel possible into west seattle from north side of the west seattle bridge - under the hill - to junction. Two stations only, eliminate Avalon station from the plan as it is overkill and waste of time and money all around. Enhance bus service between Delridge and Alaska junction stations as well as further south. Sound Transit go back, sharpen your pencils and review options that do not remove housing or flyover as a disruptive ugly concrete obstacle to actual transportation. I would also be satisfied with NO Stations in west seattle as this is an over developed community already thanks to no strategic planning by the city council. Our neighborhoods are not a free-for-all and should not emulate a 'New York' cityscape, for those who have not contributed to developing community.	A Hamilton
04/17/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than for what it was intended The Parks Department supports the Andover/Yancy/Avalon alternatives The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. Thank you!	Leota Day

04/17/2022	Please no elevated tracks in West Seattle. Just because the area between Avalon and the Alaska Junction doesn't seem as nice or as affluent as the other areas of the city that get tunnels, doesn't mean that this area should be further burdened with blight inducing monumental eyesores so that you can save a few bucks to spend in wealthier neighborhoods.	Chris Luthi
04/17/2022	I'm completely against any above ground tracks we can put everything in a tunnel above ground will ruin west Seattle.	Mike Kniaziuk
04/18/2022	I am a resident of West Seattle and would like to voice my preference for the light rail system to be built underground, similar to its set up in Capitol Hill and beacon hill areas. It will be extremely disruptive and destructive to homes and roads. Please consider preserving the community as it is now and build the light rail tracks and stations below ground. Thank you.	Cyn Clarfield
04/18/2022	West Seattle must protect its views. For this reason I fully support maximizing the tunnel option where possible. We are too 'hilly' to think otherwise	Ron Sprinkel
04/18/2022	One of the options is to build stations and tracks above ground. To do this, they would destroy homes and businesses; the noise during construction and operations will be significant; there will be a very negative environmental impact. CAN YOU IMAGINE WHAT IT WOULD BE LIKE TO HAVE AN ELEVATED TRAIN ZOOMING PAST YOUR STREET EVERY FEW MINUTES? Alternatively they can build the stations and tracks underground and keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far. I encourage Sound Transit to do so in West Seattle. West Seattle is a peaceful, quiet group of neighborhoods-Please help keep West Seattle livable!	Cathy Stegman
04/18/2022	Please reconsider building West Seattle LR above ground. The traffic and density already create significant noise, and above ground tracks will only make it worse. Please respect WS residents as you did on Cap Hill by building underground stations. Thank you.	Audrey Lincoff
04/18/2022	I want to express my preference for the underground tunnel option in West Seattle. We have a vibrant and quiet residential community that would be industrialized by the above ground train. It will significantly reduce property value by this industrialization with noise and vibration for the long term. It would take away much needed housing and negatively impact neighborhood community businesses. I believe that two underground stations would be better than 3 elevated stations. I believe that the shorter term building underground vibrations will be far outweighed by the long term benefit of the underground tunnel. The underground tunnel leaves the community intact, preserves the beauty and value of the neighborhood, the housing and businesses.	cara figgins
04/18/2022	For the West Seattle / Alaska Junction (2032) plans - PLEASE DO NOT move forward with above ground trains. Please ONLY move forward with the tunnel options coming into Alaska Junction (2nd and 3rd options on the map). I am referring to this map: https://oohwsblink.blob.core.windows.net/media/Default/images/west-seattle-ballard.pdf	Mary-Pat Beattie
04/18/2022	I am a west seattle dweller. I reviewed the plan and much prefer the primary alternative to be one that is underground as much as possible and that displaces as few residents as possible. I believe there is an option that doesn't require 3rd party funding that does this, where all the considered factors were listed as "high performance ". I realize this is a more expensive option. However, I beleive that for infrastructure such as this, with which we will be living for 100 years or more, more investment now is well worth it. Please consider changing the preferred route in West seattle. I am very much against any elevated tracks through neighborhoods.	Jenava Sexton
04/18/2022	Hi - Would prefer least neighborhood impact. Is it possible to go underground? Very glad to have light rail and want to be as careful about environmental impact. Let's get as many cars and non-electric busses off the road as possible! Thanks, Sara	Sara Williams

04/18/2022	Public transportation connecting West Seattle to downtown and other neighborhoods is vitally necessary. Please consider the many residents and businesses owners who will be impacted and construct underground.	Sheila Strobel
04/18/2022	All stations and rails for all light rail MUST be underground in West Seattle. We don't want vagrants and crime that is present currently under all the overpasses and under all above ground rail systems in Seattle area	Barbara Szczachor
04/18/2022	As a regular user of Seattle transit, it's disheartening to see plans that don't adequately prioritize riders. Several of the stations are far from the cores of the areas they're meant to serve (Ballard and SLU, particularly), and too many of the options require incredibly deep stations that Sound Transit has demonstrated they are incapable of adequately caring for given the record of elevator and escalator breakdowns (even at just-opened stations like Roosevelt and the U District). Please listen to the users of the system and design it in a way that will be accessible and useful. It's not too late.	Travis DePrato
04/18/2022	I oppose any alternatives that impact the West Seattle Golf Course. I support either of the Yancy/Avalon routes. The tunnel alternatives are unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The loss of revenue and loss of recreation opportunity would impact over 60,000 golfers each year. The Parks Department supports the Yancy alternatives.	Sherie Patano
04/18/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course - which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The Parks Department supports the Andover/Yancy/Avalon alternatives The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.	A. Grant Lingg

04/18/2022	I am commenting on the Delridge section of the W. Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the W. Seattle Golf Course. And I strongly oppose tunnel alternatives due to the loss of over 3 acres of the golf course, which is Park property. Some of the reasons for supporting Andover/Yancy routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes. The business disruption is similar for these options. The private property disruption is less for both Yancy alternatives. The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended. The Parks department supports the Andover/Yancy/Avalon alternatives. The West Seattle Golf Course is a much loved community business and recreation facility. I want light rail in W. Seattle, just not impacting our golf course.	Sherry Haggbloom
04/18/2022	Please choose an alternative that is underground, versus above ground options for the West Seattle Expansion! We have chosen to live in this neighborhood for over 30 years specifically to avoid the sound pollution of living in other centralized communities. As a person with inside knowledge of the route change I have seen the impacts in Bellevue, and the construction on that route for as long as it was considered by the city council. If you can build a tunnel there and completely change the route (into much needed wetlands of the Mercer Slough) to appease a few rich and powerful individuals, surely you can do the same for many, many West Seattle residents, some very influential in Seattle politics. Tunnels not an above ground route is what this community desires. Make the right decisions now, go underground and keep our community free from your invasive sound pollution and unsightly above ground tracks.	Victoria Hollerbach
04/18/2022	Based on proposed routes, the view that light rail is a higher importance than keeping the integrity of the West Seattle neighborhoods and history is concerning. Please proceed with having an underground rail system. This allows for the least impact on the West Seattle history and environment. Many other locations have an underground system and West Seattle should not be an exception.	Longtime Resident of WS Longtime Resident of WS

04/18/2022	As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following: https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal-infrastructure-funds/ https://www.theb1m.com/video/america-interstate-highway-system-teardowns Let's learn from these and make the right choice	Matthew Beattie

04/18/2022	As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). In fact, if these cannot be built on the planned schedule due to funding constraints, I would favor terminating the line at Delridge Station based on the Minimum Operable Segment specification until tunnel funding can be secured. Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters. It is notable that many communities are now seeking to dismantle elevated roadways, as detailed in the following: https://www.archpaper.com/2021/06/explore-removing-elevated-highways-with-federal-infrastructure-funds/ https://www.theb1m.com/video/america-interstate-highway-system-teardowns Let's learn from these and make the right choice	Mary-Pat Beattie
04/18/2022	Please run the light rail through West Seattle UNDERGROUND ONLY. Thank you.	Carmen Rodriguez-Orton
04/18/2022	Build the West Seattle station under ground! West Seattle cannot tolerate the disruption of an above-ground station.	Donna Stewart
04/18/2022	The underground tunnel would be best for West Seattle (WS), much less disruptive and safer. If full funding is an issue, then don't make the track as long through all of WS, and hope funding will come in later to extend it. WS needs light rail, and this should have been done already.	Deanna Chew Freidenberg
04/18/2022	Please do not build an above ground line. Build a tunnel for the proposed West Seattle line.	David Kuntze
04/18/2022	ES.3.1.1.4. West Seattle Junction Segment Building an elevated train platform would destroy the quality of life for many West Seattle residents, disrupt wildlife, create an eyesore, and impact the health of West Seattle Residents. A tunnel or surface train would be the only acceptable options. A 2020 paper in Environmental Research and Public Health linked below, found "Chronic exposure to urban noise is harmful for auditory perception, cardiovascular, gastrointestinal and nervous systems, while also causing psychological annoyance. Around 25% of the EU population experience a deterioration in the quality of life due to annoyance and about 5–15% suffer from sleep disorders, with many disability-adjusted life years (DALYs) lost annually." https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7560223/ Urban Noise and Psychological Distress: A Systematic Review Nicola Mucci,1 Veronica Traversini,2,* Chiara Lorini,3 Simone De Sio,4 Raymond P. Galea,5,6 Guglielmo Bonaccorsi,3 and Giulio Arcangeli1	Flavia Martinosa

04/18/2022	I am a West Seattle resident. The light rail (or similar) transportation alternative has long been in a planning phase. I'm 43 years old and recall voting on monorail twenty years ago. There are many new voices in the city and property values have increased substantially since then as has the city's population. We need this as soon as possible. I know there are a lot of differing opinions about the best possible route and approach (e.g. above or underground etc.). In an ideal world, underground is my preferred option, however, given how long this is taking, I ask that you prioritize the timeline and speed of getting this constructed over the style of the system. Thanks, Kerry	Kerry Meade
04/18/2022	I think the smith cove option makes the most sense because it is aligned with the existing rail footprint and infrastructure. Pro that land is already public so less cost and less displacement. Traffic wise it also will be less intrusive to go along this route than along 15th. Curious about impact to magnolia bridge traffic during construction? Would it come with a bridge upgrade? I live off of Thorndyke looking towards interbay so I'm excited about this coming to the neighborhood! Slightly worried about about the noise.	Christi Beckley
04/18/2022	As a West Seattle resident I believe it is critical that the alignments and stations be underground, particularly as the alignment moves into the West Seattle Junction. Anything above ground will be unreasonably disruptive, not only during construction, but during long-term operations. Above ground rail in West Seattle is not in the character of the neighborhood and would unfairly displace home owners permanently in an area that is trying hard to build density.	John Laplante
04/18/2022	I live in West Seattle and want the light rail to be underground. My preferences are: #1 Tunnel 41st Ave Station / Dakota St Station Lower Height #2 Tunnel 42nd Ave Station/ Dakota St Station Lower Height Please NO elevated tracks through our neighborhood. Thank you.	Catherine Gibson
04/18/2022	I live in West Seattle and prefer the Tunnel 41 or Tunnel 42 option	Joyce Karlinsey
04/18/2022	I am thrilled that light rail is coming to West Seattle and feel that the alternatives that include tunnels would be less disruptive overall. Thank you	Cristina Pacheco
04/18/2022	Please let’s keep light rail off of the street. Please consider designs with tunnels. Please consider designs raised above the street.	Larry Langlais

04/18/2022	Dear Sound Transit, I am submitting this comment regarding the Delridge section of the West Seattle Light Rail Project DEIS. After reviewing that document's description of the impacts resulting from the various alternatives under consideration, I strongly urge you to select one of the Yancy/Avalon routes. There are a number of reasons I, and many of my West Seattle neighbors and friends whom I've talked with, oppose any of the routes that would impact the West Seattle Golf Course (WSGC). As a long time West Seattle resident, I have benefitted greatly from the recreational and social activities provided at the WSGC. During the restrictions of COVID, and all the traffic issues while the West Seattle Bridge has been shut down, the WSGC was an especially welcome outdoor option. I have seen how this recreational resource is enjoyed by so many people of all different age groups and ethnic backgrounds. Over 60,000 golfers play at WSGC each year, and even many non golfers use its restaurant and banquet facilities. SW Genessee routes would impact at least 6 of the WSGC's holes and make it a less desirable location for future users of the course. The Delridge Segment Andover Street Station Alternatives (DEL-5 or DEL-6) would cost less than other routes that impact the WSGC; would displace fewer residences and historic properties, and would not impact Park and Recreational property. I believe this is an important consideration because there is a Seattle City Ordinance that prohibits using park property for other than its intended purposes. There should also be liability concerns that could arise from golf balls hitting trains if they were routed along SW Genesee. I wonder too if any consideration has been given to the risk of damage to fish or Longfellow Creek itself if any but the Yancy/Avalon routes are chosen. For all of the foregoing reasons, and others I am sure fellow citizens who share my concern will point out, I urge you to adjust the preferred Delridge Segment Alternative to either of the Yancy/Avalon routes. Thank you.	Janet Gaunt
04/18/2022	I ask that any light rail extension into West Seattle be built underground in order to keep our neighborhood intact as much as possible.	vicky hall
04/18/2022	Given the West Seattle Bridge closure (how long?), during COVID, I for one am a West Seattlite that is weary of everything being non-functional. It feels assaultive. There seems little awareness of what a given neighborhood can tolerate (in real life, rather than on a sketch book or in a planning meeting). Urban planners used to be more aware of the neighborhoods they served, I think. The rush and greed here to expand and expand is a sorry site. Apologies; but you asked for feedback.	Janette Beiwn
04/18/2022	Please only have one west Seattle location with onsite parking available for people to be able to park and ride the rail. This should not go into neighborhoods for many reasons that are so very clear it would be ignorant to ignore. I truly don't think many people who have lived here longer than 5 years want the light rail even out in west Seattle but especially not in the junction area. We need to keep some parts of Seattle with the unique small(er) town feel. Please please don't turn West Seattle into what has happened in the Roosevelt neighborhood- so awful.	Ashley Cling
04/18/2022	I think the West Seattle line is a great idea. I just wish the building of light rail could be sooner. With more people moving into the area, we need to think of the best way to decrease car usage. Traveling by car has been a nightmare since the defunct West Seattle bridge and with road rage being such an accepted way of driving.	Kathleen Tracy

03/17/2022	Okay. Well, first of all, it's -- it's a good thing that's really late. So far, my experience has been very convenient. It's helped me mediate more time in my journey, getting me quicker to where I want to go. I'm glad to see the expansion is where they have gone to. And I would like to see them expand more in the other metropolitan areas like further north towards Issaquah, Olympia, and expansion sections for Tacoma, Puyallup, and areas like that also. It would be nice to see them expand towards -- of course, they're going to Everett, but when they get to Everett, Marysville and Snohomish, you know. That's -- what else would I say? Oh, I had been stopped a couple of times by transit police when I didn't have fare, and they were very considerate. They didn't fine me. I think what they could possibly improve on is more places where you can load your ORCA and -- oh, one other thing, increase the availability access for bicycles. Oh, one other thing -- and I don't know if this is part of their plan, but I know that it is the plan for our domestic and international flights, SeaTac will turn into SeaTac South and Sea-Ev North. In other words, Everett will become an international airport, and it will be nice to have that link for light rail go to that airport in Everett. Oh, yes. Also, it would be nice to have a link that goes from Tukwila east up 405. That will be -- and all the way up the 405 corridor through Kirkland, Totem Lake, and all the way connecting to the Lynnwood and -- yeah, connecting to Lynnwood and connecting to Mill Creek and on that route towards Everett. I think that's about what I have to say. Are you getting all that? It would also be good if they can make a connection link route to the ferry terminal at Kingston-Edmonds, so that when people come off the ferries, they would have access to the link. I think I'm done.	Merle Kivijarvi
04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower	Peter Beels

	station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Peter Beels beels99@gmail.com 103 NW 104th St Seattle, Washington 98177	

04/14/2022	Manager DEIS Comments, Hello! While the following letter was written by an advocacy group I respect, I agree completely with their position. It's hard for a regular citizen to track the minutiae of transportation policy. The future of Seattle depends on forward thinking and thoughtful decision making. Please consider these ideas. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Alicia Goodwin

	Thank you for your review of these comments. Alicia Goodwin aliciagoodwin@gmail.com 2506 east ward st SEATTLE , Washington 98112	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jared Howe jaredchowe@gmail.com	Jared Howe

	4107 MLK Jr Way S Seattle, Washington 98108	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Benjamin Rogers b.rogers01@gmail.com	Benjamin Rogers

	1007 N 36th St Seattle, Washington 98103	
04/18/2022	I favor the medium tunnel 41st option for West Seattle. The cost is one of the lowest with low impact to existing buildings and no impact to parks. An elevated rail should be downgraded for visual and noise pollution. It is easier to maintain rails if they are covered from the weather which a tunnel provides as a side benefit.	James Kamischke

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Brianroy Thomson b.alexanderthomson@gmail.com	Brianroy Thomson

	340 NE 89th St Seattle, Washington 98115	
04/18/2022	The SkyLink Gondola option needs to be considered as a viable alternative to current Sound Transit proposals. As a homeowner in West Seattle, this issue is of paramount importance to my neighborhood. Current options for transit will take years and extreme expense to implement. The gondola option costs far less and will require a fraction of the installation time and construction. Please do not dismiss this unconventional option on the basis of Board member opinion. I want the Board of Directors to seek an outside accredited firm to report on the latest installations and developments in urban gondola technology. BEFORE DECIDING ON THE BEST OPTION, PLEASE SEEK AND OBTAIN an expert-driven study about the possibilities of the SkyLink for West Seattle. Thank you so much for your time. Please do not skip over this unique and forward option for transit in Seattle. Kelley J Leigh	Kelley Leigh

04/18/2022	I highly prefer one of the 2 tunnel options with stations either on 41st Ave SW or 42nd Ave SW. I have lived in West Seattle since 2000 in a variety of locations, and with all of the hills, noise travels and reverberates a long way. I do not want the added noise of elevated stations. Also, the UW Stadium and University stations are great. We need to do this right and underground stations especially on the ridge of WS is the way to go. I am not a golfer, but I would think WS golf course could rearrange some of the holes and that the loss of 'park space' would not cause it to close. Incorporating Junction Plaza Park into a station would simply be a great use of that space. Residential displacements are sad, but the loss of apartments concerns me less as that area seems overbuilt though I do not know vacancy rates. There are several beloved businesses at both of those intersections; there will definitely be some pain, but for the incremental added cost, below ground stations is so clearly the way to go. All the best mass transit subways/light rails have underground stations. Seattle wants to be one of those cities.	Shireen Khan
04/18/2022	The release of the Gondola Feasibility Report is an embarrassment to the City and a slap in the face to those that are seriously pushing for this option. I'm proud to say that I spent 29 years working as a licensed civil engineer. That study is not serious. They deserve better. You need to hire an outside firm to prepare another one.	John McAlpine
04/18/2022	You have not done a thoughtful and thorough review of the sky link proposal your review was done in 2014, without any input from experts in gondola technology. This unsatisfactory review shows that you have made up your mind on this project and are not willing to fully look at other alternatives, that could possibly be a cost savings	William Skelly
03/17/2022	Yeah. I'm really against this because I live one block off of 15th Avenue. And it's going to be at least 60 feet high, so I'll be looking at all of this stuff. I don't want to be looking at all of this stuff. So I'm really against it. I was here like five years ago, too. And I don't want to be looking at all of these -- all of this stuff. It's going to block my view, what little I have now. So I'm really against it. So is it a done deal? Well, I went out to Northgate where they got one completed, and it's a disaster if you ask me. And so is Bellevue a disaster. So now they're doing it in front of me, it's going to be a disaster. So it's like where I live, so I'm not happy. I probably should sell out before they start working because I don't -- I don't think it's going to do anything to the value of your property when you're looking at this train. I guess that's it. There's nothing, I suppose, that I can do. Come here. Okay. Thank you.	M Kalash
04/18/2022	With the future of office work being a mix of WFH and in office and the Duwamish river and Avalon hill being major impediments for rail, why are we not looking at an aerial tram in West Seattle?!	Mike Dempsey

04/18/2022	All right. So I just -- embarrassing. I just wanted to have a comment recorded about the Triangle Park that's going to serve as a serving station for the preferred SP3 from Westlake where it -- where Westlake is a street downtown, and then it turns into Westlake Avenue North, which is actually street and south like Union. And so the second stop on the streetcar route is the Seventh Avenue stop, which is close to the park, so those are both things that were concerning to me, because I used to park a lot, and I moved to South Lake Union -- actually, the Cascade neighborhood part of South Lake Union -- about eight years ago, and it's really in high density - - yeah, high density -- or housing market population thing, which I have really comfortably enjoyed because we do need more affordable housing, and we need regular housing for people. Regular housing probably isn't very good thing to say, but hopefully you'll understand what I mean by that. So anyway, so -- so there isn't a lot of green space in the neighborhood. There are a lot of really great, like, corporate green spaces. I say that because like Facebook and Amazon and Google have created -- planting some trees and some really nice spaces on their campuses, but in terms of parks, we don't really have a lot. We do have Cascade Park, which is closer to my neighbor -- my apartment, but in terms of Westlake area, around the Denny Triangle area and, of course, there's Denny Park. That's huge, too. But my point is that the triangle area park is real small. It's a really important resource for the neighborhood, and lots of families use it. I use it a lot. I walk up there a lot. I see a lot of kids playing on -- running down the hills and playing on the small sculptures, and then there are some tables where you can like sit out in the nice weather. So even though it's a really small park, I think it's a really necessary park of the neighborhood in terms of green space. So I do understand now that it won't be permanently closed, but I also just want to raise the issue that it's a really important component of the neighborhood. So hopefully, even though it's closer to four years, there will be -- Sound Transit will be able to open it, and it will be available to be used by the people again. So that's the rest of what I want to say. Anyway, this is verbatim, and I really sort of feel like I didn't come across as eloquently as I had hoped, but in any case, I got it in, so yay.	Elizabeth Archambault
04/18/2022	The West Seattle Skylink Team has provided compelling information that cost-saving and time-saving alternatives should be included in the Environmental Impact Assessment in order to minimize the environmental impacts of the final solution for connecting West Seattle to Seattle via a rapid transit option. Please invest in a expert analysis of these options. In addition, the GHG and climate impacts of the project as described in the DEIS are inadequate.	Dee Wang

03/17/2022	The only thing I care about is the Chinatown station. That's the one that I use the most frequently. I just came by here, and I saw that this was here, and I'm just like, okay, I'm just going to go. I live like three blocks from here, and I come by here basically every single day. So I've read the proposals. I've gone over all of the alternatives for the Chinatown station only. Again, I don't care about any of the other ones. Do whatever the heck you want with the other ones. Get opinions from other people. You type really fast. Get opinions from the people who live near those stations. But for here, I prefer the diagonal alternative to -- the diagonal alternative to alternative 2A, I think it was, the shallow Fifth Ave. option. There's no reasoning for that. This station is going to be used for a long time, a very long time, decades maybe. Maybe even longer. Maybe like over a hundred years. My kid is going to use this station to get to the playground, to get to their friend's house, to get to school maybe, and that's -- I mean, they're still a year old, so it's probably not going to happen for a minute, but I guess that's something that they're going to have. That's going to be nice is once they're old enough to use the light rail, then it will be available for them. So the reason that I prefer this is since it's going to be such a big investment into the community, we're already breaking ground. We're already going to be causing problems. We may as well get in there as much as we need to in order to provide the best possible solution to the light rail problem that we're facing. I understand we can't use the existing station. It's too small. It's too weird. And we're going to have way too many trains coming through here, way too many lines, and that's fine, so I get that we're going to need to have two stations, and we're going to need to connect them somehow. So if we're going to have two stations and we're going to need to connect them, we may as well connect them as best as we possibly can. I selected the diagonal version of 2A specifically because I think it looks cool. But 2A specifically -- because if we put something underneath Fourth, then that's going to be quite a bit farther away for people who are trying to connect between lines to get to. And putting something under Fifth, especially shallow under Fifth, is going to make it way easier for people to get to Chinatown -- the new Chinatown station from the old one and the new one from the surface. I understand that there are businesses nearby that are going to be disrupted and maybe will need to find new homes for them. If there's some sort of fund that I can contribute to or something, I have my email address listed in other comments, so go ahead and send me as necessary, I guess. But we need to fuck this entire -- we need to fuck up the whole street, just rip up the whole street. I know it's going to suck. I live here. I drive down Fifth. I bike down Fifth. I bus down Fifth. I walk down Fifth all the time, and I know it's going to suck. We're going to have to rip up the whole street for years, maybe. But I seriously think that the upfront cost, the upfront investment is going to be work it for us to have a station that's easy to connect to, easy to use, easy for people walking around to get into without having to take really deep elevators to get underground and all that sort of nasty stuff. Plus, this solution offers the greatest flexibility for people for the SODO option and I think it was the Midtown option, the one that's going to be right over there. So if somebody wants to do something really weird over there, then we have a nice shallow station to where they can go super deep or super shallow if they want to, and it doesn't matter because the connections allow for it to happen. It's not too -- the light rail won't have to go up too steep of a slope. I like the diagonal solution most because that means that there's the possibility -- I don't know if this is actually possible. I hope that maybe someone will look into this if they're bored or something. There is a parking lot right there at the corner of King and Sixth. King and Sixth, the southwest corner, I believe. I'd love it if we could get a sort of like elevator or like a -- like one of those really small entrances like the one that you see off of Pioneer Square off of, I think it's Third, the one that's kind of always closed down. An entrance like that where it's just really small, but it would increase the walk shed by a little bit. My partner has a hard time walking around, so that extra block of difference might actually be relevant. I don't know if the city can work out a deal with whoever owns that parking lot to maybe buy, like, five or ten spaces from there and convert it into a really small elevator/stairwell. But that would be really cool if y'all could look into that, please. Thank you. That's basically everything, I think. Again, I know this is going to really screw with a lot of the businesses nearby, and I'm sorry that I'm going to be screwing with Chung Chun probably. I know that you're in a building that's basically falling over. I can see where the building fell over and where it was patched up. But I promise I'll still go to Chung Chun even if you have to move somewhere else, okay? And I'll still go to the tea shop next door and maybe even the collectible shop that's right there. Yeah, okay. I think that's everything.	Reid Litkavo
04/18/2022	Please create an underground system.	Patrice Donohue
03/17/2022	Okay. Okay. I would like to -- the new line use the same Chinatown, like, station here, like a shelter, I think. Because it still lies east of transfer and connect. But not the -- the -- the spot like behind the gate because I don't want all businesses gone for a while. I like the Fuji bakery. That's why. And also the Chung Chun place is good, too. It will -- I'm sure that the business -- the small business will affect and especially now pandemic. You know, that's a lot small businesses gone, and I feel sad to see that for some live in this community for six years almost. Yeah.	Finna Wu

03/17/2022	So I just want to make sure that your construction is environmentally friendly to the neighborhood because it already has very poor air quality down here, which -- And I also want to make sure that the Hing Hay Park is protected because I have a major gathering space for a lot of the elders in this community. And even six months of construction would really decimate the community here. So I also want to protect the small businesses in the area, so just make sure that we would like the construction to be on the other side of the railyard where there's less business. Okay? Thank you.	Monica Street
04/18/2022	you have failed to meet the needs of West Seattle by dismissing the Sky Link. This is a relatively inexpensive project that would address the immediate transportation problems faced by those of us living in West Seattle. The Sky Link could easily hook-up with Light Rail in SODO as well as downtown Seattle. You have been very dismissive of this whole Sky Link project without giving it much thought. I think it deserves careful review by qualified engineers.	Louise Green
04/18/2022	To whom it may concern: I am writing with my concerns regarding the proposed elevated light rail at Alaska Junction in West Seattle. Myself and neighbors strongly feel the station and tracks should be kept underground. The reasons for this are many and include the disturbance of the noise and vibrations of an above ground train. The environmental impact of an elevated track, including the impact of the Heron Rookery. The vast and destructive impact on residential housing in the area. Homes being demolished and the very real impact this will have on property values is staggering. I very much approve and agree that mass transit options need to be expanded but the impact of an elevated train is far too detrimental when we have a viable option of a below ground train that will meet both the transportation needs and the needs of the Alaska junction community. I and many others in our neighborhood feel very strongly that an elevated train would be a devastating addition to our community.	Christy Gunter

04/18/2022	West Seattle Link STATION ALIGNMENT 3 stations are aligned too closely aligned. Spread stations out more. PLEASE. SERVE PROPER DELRIDGE Include proper Delridge. Delridge and servicing the future of an underdeveloped community- The Delridge station is not truly serving the larger population of Delridge. North Delridge, pop. 4k people is slightly south of the proposed Delridge station site. South Delridge with 10K people is more than a mile south of the station and would not be 'walkable' to the station. How can ST3 board and the county realign to consider improving support of business infrastructure and better serve the broader Delridge community by putting a station near 5950 Delridge Way SW school site in South Delridge where there is more density and open areas for development? With a South Delridge station people would not have to transfer from the bus to a train. Important to note that a South Delridge station would support future development of parks and businesses and infrastructure. It would support our whole peninsula, by truly being a 'COMPREHENSIVE PLAN' with an eye on the future. https://statisticalatlas.com/neighborhood/Washington/Seattle/North-Delridge/Population Station COMMENTS North Station (Delridge) Sorry, DEIS study route does not service the majority of our Delridge neighbors, who are disenfranchised from the current route plan. Please be authentic. North station should "humbly" be renamed 'Bridge Station' or 'Spokane Bridge Station' as it will be vital and servicing all of Admiral and north admiral and Pigeon hill residents, but not the majority of Delridge residents who live a mile south. Care should be taken to provide both bus and vehicular drop offs and consideration of park and ride for bikes, wheels and cars here. 2. Avalon Station (Genesee) A. Align underground next to the West Seattle Freeway to mitigate impact to the flow of traffic - -B. Or move this Avalon station site instead to the submerged West Seattle Stadium 'vacant west field' which stretches north south parallel 35th AVE SW. (why was this not considered? It is expansive, vacant and unused. It also aligns with C line bus flow. And it is not a park serving the public and sits fenced off !) The 3295 building on the corner (that the City of Seattle once owned for the monorail station and later sold) could be purchased and annexed. Purchasing the 3295 building on the SE corner of 35th AVE SW would benefit the neighborhood. 3295 SW Avalon Way -- was not built to comply with SDOT sidewalks requirements and currently sits dangerously too close to the corner for pedestrians to feel safe. (Who approved that?) Tear it down and annex it together with the gated west side of the stadium land-- site Genesee station here - it must have been studied previously for the monorail plan - 15 years ago. You will improve public safety (horrible pedestrian corner at 3295) and activate more public space utilizing the West end of the stadium property (which sits fenced off and dormant). 3. Junction Station West seattle has some of the best views and most engaging community of all kinds of people. The junction lacks parks and a library. Please make it good, and not ugly. What ever you do - this is the core of the neighborhood. Underground station preferred as it would be provide more light situated on the darker east side of the terrain. Alignment along Fauntleroy Way /Whole Foods - preferred if route is to be above ground - as high rises are already in place and looks very dark like canyon similar to Fifth AVE monorail line downtown. I hope the experts will consider my comments. I have lived in the neighborhood for 30 years and raised a family here. Great community. Let's grow strong, have good vision and planning and not muck it up - 'just because' it was funded.	Rene Commons
04/18/2022	I think the light rail AND stations should be underground to minimize adverse impact on neighborhoods.	Virginia Binbs

04/18/2022	As a West Seattle resident I understand that connecting the community is vitally important especially without having a bridge for two plus years and having to sit through obnoxious traffic and revisions that don't work. I understand the light rail project is important but I don't believe that light rail is what West Seattle needs when there could be far better options for this community that could easily connect to the other light rail stations in the city, be cost effective and won't put citizens and businesses out from where they currently reside. A transportation option should not be a one size fits all as each community is different, etc. I believe there are cons to the light rail project for West Seattle. It doesn't make sense to move those from their homes or businesses to make this project work, will there be more homeless people on the street and longtime businesses shut down and don't come back. The current fix to the West Seattle bridge is temporary and not meant to work for years to come so why would a light rail project coincide with a bridge that would encounter more issues and more money to fix or redo down the road. I believe there are other options that should be looked into and given thought before going through with another project that will encounter a ton of issues and be way over budget. Why not look at other options that could work just for the West Seattle community? An example the gondola project, which could easily connect to other light rail stations in the city, be a tourist stop, would be far less expensive without displacing peoples homes and businesses, could be a stream to generate revenue for the city of Seattle.	Billieann Foster
03/17/2022	Phoebe Wu (Interpreting for Shek Hung Lau): So Mr. Lau read -- there's an article online saying that center's going to -- going to build the station on the Fifth. So because there's construction and in the past - - sorry, in the past, the city and also Sound Transit building the King Street station and it's -- you know, the impact is that it's strained the Chinatown and the International District. So if Sound Transit is going to build the station on the Fifth, it will bring a really handful or disruptive impact to the neighborhood who lives in the Chinatown. Okay. Okay. So if the project is going to close down the Fifth Avenue during the construction, then it will like -- it will pose -- or the street -- car surface is already -- is also going to be impact as well. And what about the seniors? For example, he himself, there's no way for him to adapt the change, and it's going to impact the people, especially the seniors left here to, you know, walk around or they don't know where to go. Okay. He said if -- let me think. If -- if you guys are going to close down the Fifth Avenue, it just nowhere to go. So if the options or the stations going to build on the fall, it's fine. But on the Fifth is -- is not good for the seniors and who lives here. Okay. That's his comments. Thank you so much.	Shek Hung Lau
04/18/2022	I've been following this project closely for several years now and I am over the moon excited to see light rail expanded around the city. That said - I was disappointed when the first designs over-indexed on elevated trains. I want light rail - I don't want an elevated train running through the neighborhood. I was pleasantly surprised on the DEIS to see that the medium tunnel option was not only comparably affordable but also a better plan overall. I support the WSJ-5 option with a request to study better DEL-6 that are compatible with WSJ-5. Please do not build elevated trains in West Seattle.	David Weidner
03/17/2022	Last name is Uli, U-l-i. And the whole comment is basically like it's better to build a new station on Fourth Avenue. Yeah. Not that close to Chinatown. Yeah. With future development in mind, maybe you build more line -- light rail lines, and use that station so that people can go everywhere. Yeah.	Lihu Uli

03/17/2022	We've got some comments from the community, and it's a (inaudible), so -- so most of the people in the community wants the station be on the Fourth Avenue because Fifth Avenue is too close to Chinatown and the national heritage of the culture. Yeah. But if the project is located on Fifth Avenue, Chinatown will be eliminated. However, long-time closure, detour, noise, and thousands of elderly people living here. That's a lot of -- yeah, a lot of damage to the community. That's -- yeah. Thank you.	Xiaoyuan Su
03/17/2022	All right. All right. Yeah, so I think I just have two comments for the Chinatown - International District station, I think I'd prefer the Fourth Avenue station just because of the impact to local businesses as well as sort of keeping some of the traffic - - foot traffic away from like congesting this area too much. I also -- on the other side in Ballard, I would - - I think I would prefer the 15th Avenue station just because it seems like it's already kind of like a hub, and I think it probably would impact less people just with the construction than the 14th Avenue. Yeah. I think that's it.	Jake Scott
03/17/2022	Okay. Go ahead. I think it would be great what you guys just stated that the light rail has a public transportation back and forth to downtown, along here, especially for some of us who live so much farther away and have to come every day. It would cut down on the timeframe, which is a big problem I'm facing right now of utilizing my time. So I can't wait for it to happen. That's all. Thank you.	D Gerstamarler
03/17/2022	The people here are real nice, and I hope I'm not insulting anybody by what I say. Okay. Don't smile after you hear what I have to say. Okay. Sound Transit, you know, has a great idea. We're having an environmental crisis in this country and the world. And you're a fast typist. I tend to speak quick. And I think rail transit is the way to go, of course. But Sound Transit has made a lot of bad mistakes. It's really messed up in a lot of situations. I think even Sound Transit is aware of all the things that are wrong. Fortunately, it still works because rail -- light rail, heavy rail is such a good thing, but it could have been a lot better. Well, that said, I think that this plan, which I've been reading about in the papers and elsewhere, was very poorly conceived and wastes a lot -- and wastes a lot of money unnecessarily. And I think the worst thing about it - - well, two bad things. One is I'm a long-time resident of -- I am a long 25 time resident of Chinatown here, and there -- they may be tearing down the Chinatown, but remember, if they don't tear it down, there would be a big disruption to business. We in Chinatown, our businesses have suffered so much from the building of this station and the building of the streetcar. We don't need any more of that or transportation place. If they have to build a station underground, put it somewhere else, like over on the other side of this station like on Fourth. That's everything. Am I talking too fast? You're amazing. Now, one of the -- kind of the worst thing about this, in addition to recommend our beloved Chinatown and the neighborhood, which we can't create anywhere else, the worst thing is the underground section. This is very deep underground. Number one, extremely costly. Number two, it's very inconvenient to people. Transit should be convenient. Nobody likes to take a ride just from a neighborhood and get stuck way down in the station way below the ground, and they'd have to wait for an elevator, an escalator, which don't work half the time. Even if they worked all the time at Sound Transit, it still is very inconvenient. One of the nice things --this is probably the best station on Sound Transit because you just come up -- for an escalator, you're right here on the surface. But with that, it's just way too deep. The only good use for it is a bomb shelter. Now, the Russians are threatening us, you know, make a big bomb shelter. What they should do is what I've seen in Europe so much. They should run the line on the street. Jut put the tracks in the street. Much less disruptive, much -- far more convenient for the riders. And because it's not a high-speed rail line like a bullet train, no need to put it so deep. You know, if there were a line all the way from here to Vancouver or to Portland, I can understand that. But it's a local line. Just run it on the streets. And we can put tracks in on the street. Very convenient, go block by block and not disrupt any businesses for so long. And that is really the way to go. Save a lot of money. This money can be used for other Sound Transit projects. Sound Transit is having financial problems. People don't pay the fares and is causing some problems. So this is my suggestion. And again, it's what I've seen in Europe transit systems all over the place run their lines in their downtown on the streets. When you get out of downtown, of course, you can go in the tunnels and all that. And your fingers are getting sore. I probably said enough. I will never forget this. And I'm so unimportant in -- like, I have trouble even walking and breathing at the same time. But you should get some kind of bonus. Sound Transit has the money for that. So anyway, this has been great talking to you. I'm sure nobody will pay any attention to my opinion. They never do. But that's -- it should be said. And I'm hopeful other people have similar comments.	

03/17/2022	Okay. Thank you very much. My name is Christiano Martinez. I live in Belltown. The comments I wanted to make mostly regard the alignment which passes through my neighborhood. I wanted to point out that the Belltown neighborhood is the densest neighborhood in all of Seattle. It has over 50,000 inhabitants per square kilometer, or mile. At that density, that's pretty much exactly what we're looking for with transit ridership and the conditions that we would like. I would like it recorded that I find it to be disappointing that Belltown is being bypassed altogether. I noticed that the pink alignment seems to be the closet to getting to Belltown; however, I would prefer an alignment that would come a bit west of Highway 99. And in fact, I think in doing so, there's a tremendous opportunity in a triangle of surface parking lots between Denny Way, Vine Street, and, I believe, Fifth Avenue. These surface parking lots should be more than sufficient to build a light rail station while getting as close to Belltown as possible. Also, surface parking lots in downtown Seattle are very rare to come by, and this is a tremendous opportunity not only to get closer to Seattle's densest, most walkable neighborhood and all the amenities it provides, including Seattle's biggest concert halls like the Crocodile, Jupiter, and others. But I also think that it's going to get a larger catch of transit ridership given the population density. The other concern that I have has to do with the alignment itself of the Midtown station or the proposed Midtown station and Stadium and what is called the International- Chinatown District station. Rather than a redundancy in two identical stations, I think the alignment should propose a station a bit southward in the Little Saigon neighborhood. I think in doing so, this would not only promote tourism to a very neglected part of town that is facing a lot of violence and insecurity but also provide economic opportunity. The third and final piece I would like to comment is being echoed by The Urbanist.org and other transit advocates, that the Midtown station is far too deep. I'm not sure whether Sound Transit is creating an elevator to a platform or an anti-gravity elevator to the other side of the Earth. There's really no need for it to be that deep, even when taking into consideration utilities and subterranean parking garages. This has been echoed on the YouTube channel RMTransit and also on The Urbanist.org that make similar supporting arguments. And that is it. Thank you for your time.	Christiano Martinez
03/17/2022	Cool. I would like to see either more transit security officers or some alternative accessible routes to get to and from the train. Because especially like at Westlake, there are three elevators that I can use. One is always down. And two of them are always have people using the elevators that are just kind of standing there, and they won't let me use them. So that's just been something that I keep struggling with, access to the train.	Sarah Phillips
04/18/2022	Overall, I think there is a lot of good in the Draft EIS. Here are my thoughts after reading through the material: In Ballard, open an additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment At Seattle Center, prefer Republican Street Station to make more convenient for riders. Hopefully work to mitigate impacts to surrounding businesses as much as possible. For SLU, I don't like either option, as it doesn't serve South Lake Union well. Study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible For Midtown, make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. For Chinatown, I'd prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. Overall, I'd like the stations to be as shallow as possible and that these options are made to be added to for future use.	Matthew Phillips

03/17/2022	Okay. Cool. I just wanted to express my deep disapproval of expanding in Chinatown and specifically taking down neighborhoods or houses or businesses in order to expand this area. I feel like Chinatown has been through a ton, particularly in the last couple years, and not only that, but like they went through all the stuff that came with building the new arenas, and I just don't want this culture and this community, my neighborhood, to be pushed to the side again and to be demolished. And I also want to give my two cents on the West Seattle expansion. And I would love to see something underground rather than something that's going to also knock down neighborhoods and houses and culture in part of what is West Seattle as well. I love light rail. I use it almost every day. I live downtown. I think it's essential for businesses and people like me, but we need to value our neighborhoods and our communities and prioritize those instead. Build around what is already here.	Vanessa Kinsey
03/17/2022	Yeah. She prefer -- he prefers the idea, the plan of -- the diagnonal plan office. Yeah. And so it takes shorter time, less cost. So he feel it's better to make -- for this community, you know, to recover from the construction. Yeah. So cost efficiency is his major concern and the time efficiency is his major concern. Yeah. Thank you.	Ben Chen
04/18/2022	The West Seattle part of the ST plan shows the option of a tunnel route only at W Alaska Junction. As a resident I prefer a tunnel route all through West Seattle - including Deleodge, Avalon and Alaska junction. The noise level of an elevated train through residential areas would affect the noise and nuisance level. Please provide a tunnel route for all of West Seattle branch and stations..	Zerelina Mukherjee
03/17/2022	Okay. So I'm here to actually not speak for myself but speak for the parents of some of my friends. Those senior people that live in the senior apartment in Chinatown, but most of them, they either cannot walk very well or, you know, they are not so comfortable speak English. They don't know that their translation provided, so that's why they say, oh, can you go and speak for us, make sure you leave something back there. I say, okay, I will, yeah. So their worry is that they -- they don't want the -- okay. They don't want the location to be Fifth Avenue and Jackson Street because they think it's too close to the Chinatown. And then if it starts to build, it will turn this whole area a big construction site, and then people's life will be seriously affected. Maybe a lot of small business or stores they have to shut down, and because the pandemic already stroke them very, very hard, so a lot of people already lost much business, and you see a lot of stores already had to shut up. So they don't want the building of the light rail, make the situation worse for those small business owners. And also, they don't know if the construction starts, will it just let out some dust or noise or all these things, then they affect their life because they -- they literally live here all day long, and they can't -- you know, they are not so energetic to walk around, so they have to stay in the apartment building like from daytime to nighttime, so they don't want the air to be worse or noises keep coming, coming up. So they just so kind of worry, become very worry, and so the most important thing is they are afraid that if the construction start on this street, it might just kind of destroy the landscape of Chinatown. Like, part of the street will be lost. Chinatown will be smaller. And then maybe a lot people have to be relocated so that they will - - the community will, like, you know, be torn away, like some people have to go live in different cities or different places. They cannot really connect to each other like they used to be, or they get comfortable to be with, so they just want to make their voice heard. Like, there are more than 100 senior people living in this area. They hope that the maybe preferable location can be on the Fourth Street -- Fourth Avenue, sorry -- Fourth Avenue and Jackson Street. Whether it's shallow or deep, that don't really matter much, but they just don't want it to be on the Fifth Avenue. That's too close to Chinatown. Yeah, so -- yeah. They also don't want any cultural symbols in Chinatown to be pulled down because of the construction or affected by the construction. Yeah. They just don't want to see all these things. Uh-huh. They didn't know about the impacts of building the light rail to their life maybe last year or the year before. Yeah, they know the company started to reach out to all the people living in this area, but at that time, they had barely no knowledge. They had no knowledge of the impact. So they may be in their written survey the answer Fifth Avenue and Jackson Street. But now they regret because they kind of start to understand there are a lot of impacts, so now that's why they say, oh, we will prefer Fourth Avenue and Jackson Street, yeah, whether shallow or deep, yeah. But also, they care about the accessible facilities like they want it to be very convenient for senior people to use like ramps for people who need to use wheelchair, elevator, enough elevators or -- yeah. Just those accessible facilities. Yeah.	Dandan Chen

04/18/2022	Hello, As a member of the West Seattle neighborhood I and my wife are totally in favor of putting the train UNDERGROUND. The noise and displacement of people would be significant and is easily removed by an UNDERGROUND train. So when you count the vote remember this household want the train to be UNDERGROUND. Thank you, GA	Gary Andolina
04/18/2022	Any solution that requires above ground tracks at the West Seattle Junction is in my opinion an unacceptable damage to the neighborhoods it serves. I strongly prefer any tunnel option in West Seattle.	Steve Aykens
04/18/2022	West Seatte cannot survive the years if traffic disruption that will happen during construction of light rail. No route that has been proposed will serve the majority of people who would consider riding b a cause there is no way to connect riders on ghe East side of West Seattle to an Admiral area link, and no way to move large numbers of riders drop an Admiral or Juncation drop point to a Link line running on Delridge. The geography of West Seattle prohibits peoples' ability to get to Link from multiple directions. The Link Line does not provide a significant means to transport the majority of riders - it's merely another means to travel a short distance to connect to another mode of mass transit. And that's not a good enough reason. To spend so much money. Additional buses on C, 21, 21X, 125, and 120 Lines and another Water Taxi with support buses would improve mass transportation for far less money, AND could be implemented more quickly than a Link Lite Rail line.	Ann Hoesley
04/18/2022	As a West Seattle resident, I strongly support the tunnel alternatives WSJ-3a or WSJ-3b (ES-20). Elevated lines: Disrupt neighborhoods. Are visually obtrusive. Consume high value real estate and in consequence can harm urban development. Consume space that would better be used for other purposes, including pedestrian, bicycle, and auto traffic. At-grade lines have the above disadvantages and can also result in slower service, higher labor costs, and higher accident risks. Tunnels, in contrast, preserve neighborhoods, real estate, and urban space, do not create unsightly visual barriers, and do not entail the cost and potential delays of acquiring surface properties and having to temporarily or permanently alter surface traffic patterns. It is also critically important to have a strategic vision. West Seattle's growth is likely to continue for the next thirty years or more. The tunnel alternatives will set the area up for better future light rail options and will enhance the development of the urban village at West Seattle Junction as well as future urban clusters.	Terri Martensen

04/18/2022	Support 4th Ave project and respect the historic heritage I am representing the majority of non English speaking Chinese residents and employees at the Chinatown ID area. I got many of neighbors , senior folks and employees' support and some people called me lately as they care about the Sound Transit new station would impact badly to our community. There is a senior who is 87 years old and worked at the community for decades. He requests me to voice out again. He sees the changes of the community including the Metro Tunnel how impact our community. Chinatown ID community registered as historic heritage and it is hard to believe that nowadays in Seattle the 5th Ave. proposal doesn't respect/care about the historic heritage and going to destroy it, destroy the vibrant and enterprising community. We beg you all respect the historic heritage as well as our peaceful life and never take the 5th Ave. project which occupy our limited space again, the worst is destroy one of the important historic heritages in Seattle. It is a failed and lost project that despised the historic heritage. The 4th Ave. is the best and respectful no harm to the historic heritage also minimized the impact to our community and we all support it. Thank you very much !!	Beth Ku
04/18/2022	Keep the Avalon station.	Radha kerzan
04/18/2022	West Seattle deserves to have a low impact public transportation system. Lower impact, I.e. noise reduction, environmental impact, aesthetic impact. Underground seems a good option, as other parts of the city have access to this standard. Nancy Adams-Leonard West Seattle resident	Nancy Adams/Leinard
04/18/2022	We seek accessible service platforms that are low to the grade or below grade, providing a safe means of egress in case of seismic and other emergencies, and minimizing the impact to the environment. I am a townhouse resident in Magnolia / Interbay. The guideway at Interbay would best be a retained cut 17th Ave W Station (IBB-2a/2b), which is partially below-grade station on the west side of 17th Avenue West north of West Dravus Street. This will lead to a tunnel under the Ship Canal to Ballard. From the Smith Cove Station at Galer Street to 17th Ave Retained Cut Station (IBB-2b), the elevated guideway would cross over the Magnolia Bridge and continue north along the east side of the BNSF Railway tracks, lowering from elevated to at-grade along the Interbay Athletic Complex to continue under West Dravus Street to the 17th Avenue Station in a retained cut north of Dravus, between 17th Avenue West and Thorndyke. The station entrances will be from the Nickerson flyover on the north side of the station and on 17th Avenue West and West Bertona Street. Continuing below the Port Authority water frontage to Ballard at15th Avenue NW (IBB-2b) is a tunnel station beneath east side of 15th Avenue Northwest south of Northwest Market Street or farther west of 15th. From 17th Avenue Station to Ballard Station, the route enters a tunnel portal between 15th Avenue West and Thorndyke Avenue West. The tunnel would travel northeast then curve north where it would head under Salmon Bay and continue in a tunnel east of 15th Avenue Northwest to the Ballard Station. The station would be east of 15th Avenue Northwest and south of Northwest Market Street, with access from both sides of 15th Avenue Northwest. An underground walkway beneath 15th Avenue Northwest would provide access from the west side of the road.	David Moehring
04/18/2022	My preference is for the Tunnel 41st Ave Station, Dakota Street Station Lower Height Route, as a cost savings I propose the Avalon Station be eliminated. An elevated guideway west of the West Seattle Golf Course will impact existing residential and business structures and be an eyesore in the community; it will also do the same if a southern extension is added in the future. A future tunnel extension will not impact our neighborhood as much as an elevated route.	Garry Lund

04/18/2022	Hi, I live in West Seattle and would love it if you would be open to considering the gondola option! It will save Sound Transit a ton of money, is environmentally friendly and will provide much needed transit alternatives to/from West Seattle in a much timelier manner than what is currently being proposed. I think it would be helpful to get a 3rd party firm with aerial experience to evaluate the option and showcase how other world-class cities are including gondolas in their transportation planning efforts. Thanks, Eric	Eric Galioto
04/18/2022	Please do not displace current chinatown businesses. There are plenty of options nearby for improved light rail such as pioneer square or closer to the stadium.	Yuqian Li
04/18/2022	It would be best to have the rails and stations underground. This is best for the local economy and tourism, environment, aesthetics and well/being of residents. Thank you for your work on this.	Sharlene Cardoza
04/18/2022	I would like you to take into account I would like any stations and tracks for sound transit built underground. I think it would be horrible to displace people and their homes for mass transit, if there is a way to build underground.	LINDA DUTCHER
04/18/2022	More rail to West Seattle!!!	ASHTON WILTZ
04/18/2022	Above ground light-rail will be too disruptive to the West Seattle community ! It is not worth the cost !!! PLEASE Improve our existing transit system , especially to North Admiral, as a link to light rail or consider the gondola option.	Dorinda Mcclure-Payne
04/18/2022	This light rail project needs to be as close to Alaska & California, to make transfers as easy as possible. The tunnel is also the best option, to keep the impacts as low as possible to businesses and the neighborhood character. Option WSJ-3b, going with a tunnel, is the best option. It also puts the station at 42nd and Alaska, the closest option to the bus bays on Alaska.	Jeremiah Griswold
04/19/2022	I believe the WSJ-3b option for the west Seattle junction station makes the most sense to me and is close to existing bus lines and the junction as a whole.	Chloe Kuhar
04/19/2022	Build the West Seattle station underground as you have in the majority of neighborhoods, for the same reasons you've built the stations underground in those neighborhoods. Thank you.	Tierza Clerc
04/19/2022	Please obtain a technical engineering study by gondola experts to compare the option of a gondola to light rail to connect West Seattle and SODO. The recently released report is not a technical engineering study by expert. Thank you.	Janet Lenart
04/19/2022	I have personally felt the negative affects the light rail brings to the community. The light rail is ment to connect the city but is detrimental to the Community. it connect commuters to there destination but severly detaches those people from the places they are passing by. I grew up on MlK amd Kenyon st. I would hear the light rails ding ding ding every time it passed that intersection. the quality of life for the people in my neighborhood and so many others dimminished significantly when the light rail came. not to mention the countless flat tires we got from long construction period. I moved to west seattle because it was the last neighborhood in seattle that actually felt like home. I understand the need to progress, change things up, and expand. However Seattle has expanded so much it is almost no longer recognizable to people who have grown up here. My grandmother has sold her house and moved away along with so many of my family and friends. I hold out becuase I love this city so much. But if you bring the light rail to the last Seattle feeling neighborhood. My bags will be packed. What is sad is there are so many people who feel the way I do. people who felt this way on MlK but had no option but to stay as their way of life and quality of life changed for the worse. Do not bring the light rail to west seattle!	Moriah Williams

04/19/2022	I am a resident of Roxhill, and use the C-line bus. The West Seattle Link is too costly and underfunded to proceed! Additionally, this Link project will mostly serve construction companies, residents of only hundreds of apartments and homes near the West Seattle stations, and extra folks on game days. It's highly unlikely that the majority of the thousands of folks, many economically disadvantaged, that already ride WS, WC, and Burien buses bound for downtown will transfer to the LINk Additionally, it's going to drive up home prices even more. One alternative to the WS link project is to construct a NEW BUS ONLY bridge from West Seattle, across the Duwamish all the way to the SODO busway, which would be a vastly less costly alternative that would strengthen the regional transit system that already serves thousands of West Seattle, White Center, and Burien residents daily, and importantly, give the bus lanes on the WSB and 99 back vehicle and commercial traffic. With the time and money saved from building a new bus only bridge vs a costly link, we could electrify the entire Sound Transit and King County Metro buses.	Anthony Beas
04/19/2022	We do not want a rail system in West Seattle. Too many businesses are impacted by this. I say NO to the light rail.	Liz Linville
04/19/2022	Please build West Seattle stations and tracks underground. Aside from having less of a negative impact on quality of life in the long term for the neighborhood and wildlife, they can serve as safety corridors in the case of an attack. Thank you, Gabriela	Gabriela Diaz
04/19/2022	Please build stations and tracks underground. These provide a more sustainable footprint for density and happier neighbors. Thank you, Pete	Peter Smith
04/19/2022	My family's home is under threat of demolition. We bought this house because of its location yet that benefit is not considered when our home would be appraised. Our investment would be a lost opportunity for us to capitalize on, not to mention the neighborhood school where two of our children are involved. Our low interest rate at time of purchase will become null and will have to adopt a higher one, no doubt. I read that there was a buzz about doing away with the Avalon station, which this neighbor supports. Most neighborhoods in the city have only one stop, and I think WS can do with only two. The Avalon stop would be close in proximity to the new and improved WS bridge anyway.	Shannon Saulter
04/19/2022	I urge Sound Transit to stop considering CID 2a and 2b as options for construction. The closure of S King and Weller for any extended amount of time will drastically and fundamentally change the fabric of the Chinatown-International District. Not only do these plans lead to the highest loss of historic and local businesses, but they also put the individuals, including the over 1,000 elders and youth who will be negatively impacted by construction on 5th ave, at further and longer risk. Implying that taking longer to get to Lumen Field and the stadium district (as has been noted in the impacts of CID 1a) is at all comparable to the displacement of businesses and harming the elders of a historic neighborhood of color is not only one of the biggest false equivalences I have ever seen in my life, but it is also flat out disrespectful to the hundreds (if not thousands) of individuals who stood up in the 60s and 70s to combat the construction of that very stadium district knowing that somewhere down the road, the city and its arms would prioritize those stadiums over the lives, histories, and memories that have been forged in the Chinatown International District. This neighborhood is precious. Treat it with the respect it deserves.	Emily Halladay

04/19/2022	Please seriously consider eliminating the Avalon Station to allow more funding for any of the tunnel options. The "triangle" neighborhood is a better location than Jefferson Square for the Junction Station. Less disruption and congestion in the triangle, compared to the already busy/congestion near Jefferson Square. Way too much concrete, which will be a blank palette for graffiti artists.	Jen Shaughnessy
04/19/2022	Hi! I love the idea of having light rail to Alaska junction! Much needed here in WS. I'd be happy to see it above or below ground depending on what works. But I don't live right at Alaska junction.	Nadine Blinn
04/19/2022	First, let me say that I am very much in favor of public transportation. I live in West Seattle on the C line. When light rail is added I will still bus to Junction station. I am very much in favor of having many tracks and stations underground to maintain WS as it is. My preference for the Avalon and Junction area are the options on page 31 and 32. WS is already pretty compacted and adding a large elevated station and rails will make it worse. I would rather not have light rail and use the rapid ride bus to get downtown than support large structures in WS that simply do the same thing as the current C line.	Tracy Randle
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genessee the impact the West Seattle Golf Course. I also strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Seattle Parks property. Some of the reasons for supporting Andover/Yancy/Andover routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes, 1.6 B and 1.5 B. The business disruption is closely similar for both of these options. The private property disruption is less for both Yancy alternatives, from 607 for DEL 1a down to 201 or 487. The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The Parks Department supports the Andover/Yancy/Avalon alternatives. The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. This is the only golf course that serves the community of West Seattle. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. The loss of revenue and loss of recreational opportunity would be significant for over 60,000 golfers each year if the West Seattle Golf Course were impacted in any way by any of the proposed routes. Thank you for your consideration of this request.	Beth Jackson
04/19/2022	I am dismayed that so many small businesses are being obliterated for this West Seattle link of the light rail. You note a long list of small businesses that are essential in the area and need to be worked into the plan. Very troubling is that you are demolishing some of the few older storefronts left in West Seattle that still have character. The 1920's buildings along Fauntleroy holding Buda Ruska, the BBQ shop, and a martial arts center. Please incorporate these fine old buildings in your design rather than raise them.	Claudia Levi
04/19/2022	Hi, I live in a townhouse behind the LA fitness on Fauntleroy (4536A 40th Ave SW). We just bought our house a year ago planning to live in West Seattle for many years. We also put lots of money to make our house comfortable and nice looking (hardwood floors, new exterior doors, new stairs for accessing the roof). Please don't take it. We value our home and would like to keep living there. Thank you	Jeanne Gabrielle Burdeti

04/19/2022	I strongly prefer Medium Tunnel 41st Ave Station for Alaska Junction (WSJ-5) with a request to study a refined DEL-6 pairing, based on comparable cost, minimum impact on neighborhood (maintaining its integrity and character) with least displacement of businesses and residents. TUNNEL TUNNEL TUNNEL please! No elevated tracks! Thanks!	Gloria Jia
04/19/2022	I love the West Seattle neighborhood for its character and charm and would like to preserve it with underground tunnel instead of elevated tracks. The tunnel option WSJ-5 with Medium Tunnel 41st Ave is a clear winner! It is cheaper without third-party funding compared to elevated option and more environment-friendly and easier to maintain and build on for future development. Absolutely NO ELEVATED TRACKS please! It is disruptive and will be more expensive to build and maintain. And it will change the character of the Junction neighborhood for worse forever.	Y Jia
04/19/2022	North-to-South >>> Ballard Bridge: Do not consider a movable bridge option; go either for high-bridge or tunnel. Mass public-transit cannot be effective or reliable if conflicts are built into the system. Interbay: Cost-saving station elimination and amalgamation should only be done when all else fails, this includes cost-cutting on park-and-rides at suburban stations, and any and all associated development rights on ST acquired parcels. It becomes near impossible to add stations later in heavily urbanized areas. Stations and their expected locations also informs current and future TOD development. SLU Station: Place as close to Westlake and Republican as possible. This better serves the core of SLU, West- and Eastlake. Cost-Saving Dexter Ave (Denny + SLU) Station: Absolute no! This neither effectively serves the core of Denny Triangle, Southern SLU, Belltown, nor Eastlake or Westlake. It's a cost-save that drives a dagger into the heart of Seattle's (if not the USA's) fastest growing community. This also upends Transit 101, Rule 1: Connect modes. This amalgamated station cost-cutting measure would orphan the Seattle Streetcar. Redundancy in transit is a good thing. This is simply not the place to value engineer transit and access. Westlake Station Cost-Saving: Having one street-level egress point for the new downtown tunnel line, at the busiest station in the network, completely out-of-sight from Westlake Plaza, seems woefully insufficient. Midtown Station: Woefully too deep – having elevator-only egress at a busy downtown station is incomprehensible and is just not international best-practice in station design. International Chinatown Station: Much prefer a shallower 4th Ave option and make sure transfer are quick and easy. Engineer for user-experience and rider efficiency. Attempt to integrate with Seattle Streetcar, Sounder, and AMTRAK (hopefully: Future Cascadia HSR) – Jackson/2nd Ave Ext. is one of the most pedestrian-hostile intersections in Seattle. All-Subterranean Stations: Shallower! We need to construct the best and most cost-effective transit system for Seattle. If American engineering solutions are lackluster and pricey, look to tunneling engineering expertise from Europe and Japan, where they're adept at boring and excavating in proximity to existing constraints. SODO: Mixed-profile station preferred as losing the busway could substantially impact other modes of transit. Grade-separation of Link Light-Rail will always win over at-grade, conflict-prone options that have long-term capacity and reliability implications. West Seattle: The 41st Medium Tunnel option is preferred with a retained Avalon Retained-Cut Station. Delridge is in an awkward area and is likely to remain a transfer station. Eliminating Avalon as proposed cut-	Andres de Wet

	cutting seems to orphan a lot of recently constructed TOD east of Alaska Junction. This also signals to future developers that proposed stations cannot be relied upon, thwarting efforts to proactively attracting TOD development to future ST extensions. Overall: NIMBYs are almost always louder than their absolute numbers suggest. A flourishing city cannot function or grow without effective transportation. Part of living in a city is expecting a city to evolve. To believe everything will remain static is being unreasonable. Calibrate outsize voices in promulgating a NIMBY agenda that frustrates future transit to the demographic makeup of a given community – if all complaints come from a single population group of a single cohort, seek out other voices to calibrate the real support or opposition accordingly. Thank you for considering my commentary and continue to good work of bringing the Sound closer together and striving towards making the Seattle-metro the best transit city in North America.	
04/19/2022	Please build the tracks under ground. West Seattle is small with limited land. We do not want houses and businesses removed for tracks. Thanks!	Gale Menicke
04/19/2022	The area that I would like to focus on is the Chinatown-International District Segment Alternatives. Our family moved to Seattle in 1985. My mom worked in the area and I spent a fair amount of time in the neighborhood. In 2010 we moved our business into the area and have had two different location on Main St. between 5th and 6th Ave. I've seen a lot changes in the CID over the years and would like to see the neighborhood and unique business not get displaced. I believe that either option CID-1a or CID-1b would best to help preserve the CID and not displace these business. These two options would also help with the game day traffic stress to the stations. Having the new station separate from the existing station would help spread the user traffic during these high peak spikes. I know there would be additional cost and a few extra years added to these two options but I believe the neighborhood is absolutely worth preserving for our future generation.	NHON TRUONG

04/19/2022	I want to encourage you to explore the DEL-5 and DEL-6 options for the West Seattle Link Extension. I am a resident of 25th Ave SW. My husband and I are first-time home buyers and have worked very hard to save and buy a small townhome in this competitive market. We would not receive compensation or a buy-out from the city if the extension were built on our street in the preferred alternative draft. This is extremely concerning and frustrating. I encourage the city to disrupt as few homes as possible- going with DEL-5 and DEL-6 impacts much fewer homes than the other alternatives. There is another Subway location minutes away, as well as another Uptown Espresso- there is no other home for me and the other residents of Delridge. I am afraid that the city doesn't value the homes in Delridge as highly as they would in other more expensive neighborhoods in West Seattle. I encourage you to consider the economic impact this would have on the Delridge community- many of us simply can't afford to live anywhere else in this expensive city. Thank you for your time, Taylor	Taylor Gall
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Alex Morgan

04/19/2022	Hello, I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you! Brendan Nolan	Brendan Nolan
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04/19/2022	Hi There! I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank You!	Maxden Regalado

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	3815 Woodland Park Ave N Apt 502 Seattle, Washington 98103	

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	5217 25th AVE SW SEATTLE , Washington 98106	

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	511 w mercer place seattle, Washington 98119	

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	1708 Dexter Avenue North Seattle , Washington 98109	

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	7989 Walden Ln, WAY BAINBRIDGE ISLAND, Washington 98110	

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	2812 NE 62nd St. Seattle, Washington 98115	

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	762 N 65th Street Seattle, Washington 98103	

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	7718 19TH AVE NE SEATTLE, Washington 98115-4434	

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	4307C Linden Ave N Seattle, Washington 98103	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kevin Heim heimkev@gmail.com 216 18th Ave Seattle, Washington 98122	Kevin Heim

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Christopher Billingham cbillingham@gmail.com	Christopher Billingham

	2020 NE 102nd St Seattle, Washington 98125	

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	4523 Renton Ave S Seattle , Washington 98108	

04/14/2022	Manager DEIS Comments, I don't have a car and I use transit every day. It is critical that we get this right. We might have to endure hardship for 3 years of construction for the benefit of the 4 generations, and that's worth it. TLDR: short transfer times are critical to me! Bus to train, train to train, etc. no massive deep stations! elevators direct to platforms no need for huge mezzanines (don't waste money) stations in population centers The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.	Jacob Cyriac

	In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jacob C jacob.cyriac@live.com 1305 E Howell st Seattle, Washington 98122	

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	7706 32nd Ave SW Seattle, Washington 98126	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. I urge you to accelerate Fremont, Ballard, and SLU access to promote city dwelling further reducing carbon emissions. The lack of in city routing encourages people to live in the burbs and for those in the city to own cars simply because the existing options are incomplete. The city is growing rapidly and we must accelerate these transit options that were designed before the growth of these neighborhoods was evident. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Evan Maynard

	Thank you for your review of these comments. -Evan Maynard Capitol Hill Resident Evan Maynard evanmaynard1@gmail.com 325 Harvard Ave E Unit 101 Seattle, Washington 98102	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jensen DeGrande jdegran@uw.edu	Jensen DeGrande

	939 N 89th St Seattle, Washington 98103	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. As an avid pedestrian and cyclist, I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Martin Criminale martin@criminale.com	Martin Criminale

	1515 35th Ave S Seattle, Washington 98144	

04/14/2022	Manager DEIS Comments, As a resident of Delridge in West Seattle we are very excited for the new extension, but nervous of the negative externalities a bad design may bring. Sound Transit should be prioritizing stations that occupy existing ROW and displace as few existing homes as possible. They should also not be considering very tall or very deep stations as these will create access issues and create much lengthier transfer times (which will be very important for those in the neighborhood who will be transferring by bus and bike). Please choose the options that displace cars more than people. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to	Max Baker

	the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Max Baker maxwellabaker@gmail.com 4816A Delridge Way SW Seattle, Washington 98106	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Megan Colella mjcolella85@gmail.com	Megan Colella

	18737 56th AVE NE Kenmore, Washington 98028	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Lacey Pierce gir.doom@comcast.net	Lacey Pierce

	16704 58th place west Lynnwood, Washington 98037	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Greg Clem gregory.rae.clem@gmail.com	Greg Clem

	520 Terry Ave Seattle, Washington 98104	

04/14/2022	Manager DEIS Comments, 20th is much better than 14th for the ballard station. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Cody Bean

	Cody Bean codybean@gmail.com 2836 nw 74th st Seattle , Washington 98117	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Scott Johnson tahomasan@icloud.com	Scott Johnson

	2115 S G Street Tacoma, Washington 98405	

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	727 30th ave Seattle, Washington 98122	

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	901 Taylor Ave N, Apt 403 Seattle, Washington 98109	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Michael Mayfield michael.mayfield@hey.com	Michael Mayfield

	905 NE 66th St, Unit 430 Seattle, Washington 98115	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Garrett McCulloch garrett.mcculloch@gmail.com	Garrett McCulloch

	4809 29th Ave S Seattle , Washington 98108	

04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative. Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge. Would love then route west of the train tracks. For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access. There is the proposal for the new urban shopping village and potentially a location for a new bridge over to Magnolia- I would love to see these locations align so the infrastructure can be built simultaneously. I would love for a stop west of the tracks. Ballard station: Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Beth Mikulka	Beth Mikulka

04/18/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Sean Stamm sean.stamm5@gmail.com	Sean Stamm

	615 Summit Ave E Apt 11 Seattle , Washington 98102	

04/18/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jacob Wolf First Hill, 98122	Jacob Wolf

	Jacob Wolf wolf.jacobh@gmail.com 1424 Belmont Ave, Apt 262 Seattle, Washington 98122	
04/18/2022	The DEIS falls short on Social Justice, Environmental Justice and the human costs. It needs to include a cost-benefit analysis of the CID economy by neighborhood, CID environment by neighborhood, and societal costs by neighborhood.	Brien Chow
04/18/2022	Hello, I live in West Seattle 98116 and I prefer the tunnel option to connect to the Junction, just like what has been provided for other areas of the city such as Roosevelt, University and Northgate. Next preference is the Skylink urban gondola which I was disappointed to see was not even included as an option. The Skylink option is a fraction of the cost and a fraction of the carbon footprint of the other presented options, and could be completed much sooner and with less impact to the community than all but the tunnel option. Next preference is above ground rail and Last would be surface rail. Thank you, Diana Johnson	Diane Johnson

04/18/2022	F.2 Agency Coordination Appendix G, Environmental Justice, provides more information on specific targeted outreach that Sound Transit has done to date to reach people with limited English proficiency, communities of color, and people with low incomes. Keep in mind the DEIS is way too difficult and technical to send limited English speakers to Google Translate. And depending on Google Translate can be frustrating in its inaccuracy. While outreach in English is pretty impressive, a way has not been found by ST to engage the limited English speakers regarding the DEIS so they cannot meaningfully participate in making comments. Meetings with simultaneous interpretation is one way with scribes to record their feedback. Or have participants write comments immediately in the target language to turn in. Such a meeting would be similar to CAGs but focus on presenting CID info from the DEIS. The lack of transparency in CAG and other meetings only hurts ST's attempts to get its message across. When people are not informed, they tend to magnify rumors and wrong information, much like a horror movie holds the audience in suspense about info they don't know yet. For example, the flip answer that the ventilation shafts building is not new info; that it's in the DEIS and all one need do is read it. Well, I've read it and found there are not one but TWO ventilation shaft buildings proposed for CID 2a, plus what looks like a very large bike storage structure and a maintenance structure. Withholding information like that is not conducive to trust building, especially if the community is supposed to be a "partner. " And what about those who don't read English? How are they supposed to find that ventilation building info in a 2,000 page document? Betty Chong Wa Benevolent Assn.	Betty Lau

04/18/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kjersti Egerdahl kjersti.egerdahl@gmail.com	Kjersti Egerdahl

	6016 37th Ave SW Seattle , Washington 98126	
04/18/2022	Hello! I am a West Seattle resident and was looking at the West Seattle Junction Segment 3.1.1.4 in the Draft EIS. The elevated rail is very concerning to me. This option would severely impact the business area of West Seattle. It seems strange to me that the light rail would run to this part of town specifically because it is the business center, but it would cause disruption to a large portion of the businesses there. I am strongly in favor of the tunnel options, so we can maintain a central, walkable shopping junction. Thank you so much for reading this, Jovan Johnson Sent from Motorolla car phone	Jovan Johnson

04/18/2022	DEIS Appendix L4.2 Land Use, Policies & Goals CID Goal ID-G1: Support the thriving businesses, organizations, and cultural institutions of the Chinatown-International District and recognize the neighborhood's rich and vital history as home to and center of many of the city's immigrant communities including the Chinese, Filipino, Japanese, and Vietnamese communities and as a historic center of the Native American and African-American communities in the city. [Goal name wrong, should be CID-G1; goal not properly written; needs to be Specific, Measurable, Achievable, Relevant, Time-bound. If not an author error, add [sic] after the error to indicate it's a quote that includes an error, e.g., Goal ID [sic]-G1]; also, "recognize" is not measurable. If not measurable, how do we note progress or know when the goal is achieved?] Policy ID-P4: Encourage new business development and location within the neighborhood. [Goal name wrong, should be CID-P4 or if not ST error, add [sic] to indicate not author error, e.g., ID [sic]-P4. In addition, seems like there should be goals other than Encourage business, such as Set up incentive program for building owners who keep tenant and commercial rents low. Since organizations, and cultural institutions are mentioned in G1, they should get a mention along with businesses in COD-P4 or maybe there should be a P1-P3 that include family, tong, geographic and social organizations and cultural institutions]	Betty Lau
04/18/2022	DEIS Appendix L4.2 Land Use, Policies & Goals CID Goal ID-G4: An accessible neighborhood, with access within and to the neighborhood, for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes, and walking. [Goal name wrong, should be Goal CID-G-4 but if it's not author error and is someone else's, use "sic" to indicate error is someone else's, e.g., Goal CID [sic]-G4: An accessible….]	Betty Lau

04/19/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kevin Futhey kevinfuthey@gmail.com	Kevin Futhey

	23910 45th Pl W Mountlake Terrace, Washington 98043	
04/19/2022	Hi Reading through Appendix L there will be 3 grocery stores impacted during construction and after. This seems hugely problematic. The outlook for securing affordable healthy food during construction for our neighborhood is not good. Mara	TaMara Rivet

04/19/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Brandon Fortino bfortino@gmail.com	Brandon Fortino

	4333 NE 22nd Ct Renton, Washington 98059	

04/19/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Charles Cardinaux charles.cardinaux@gmail.com	Charles Cardinaux

	2015 Yale Ave E Apt 402 Seattle, Washington 98102	

04/19/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures. Bruce D. Carter 3012 West Eaton Street Seattle, WA	Bruce Carter

04/19/2022	Hi there, I am strongly saying/voting NO to any light rail in West Seattle. No to taking out Jefferson Square, no to taking out LA Fitness, Trader Joe's, Starbucks, Taco Time, Peco's and countless other businesses (42 I believe) along with NO to taking out any of the housing! Already a housing shortage and I did not just spend $300,000.00 for a small condo on Avalon to now endure constuction and noise for the next 10 years so have my new neighborhood taken away due to an eyesore light rail!!!! The C bus line is already in place and is about 20 minutes to downtown. I did the commute for 13 years and it's very convenient and accessible for all. Why add 6-10 years of construction and congestion to the already suffering West Seattle? We've already been forced to commute around due to the bridge being out. I vote NO to any raised light rail!!! No more construction in WS!!! Thank you, Tanya Hurst 206-576-1767 Direct - 866-230-MOJO x1767 Main - 206-767-8010 Fax tanyah@gotomojo.com	Tanya Hurst
04/19/2022	I am writing on behalf of my grandmother who owns a home at 4823 42nd Ave SW, Seattle WA 98116. Extending the light rail to West Seattle, particularly the WSJ-1 alternative would have a significant negative impact for her. She has owned her home and paid taxes on that home for over 40 years. Not only would it create a hardship for her, but it would destroy what is one of the few remaining family friendly neighborhoods available for moderate income families. The number of small family owned businesses in the area would also be impacted, if not forced to lose their livelihoods. Those who live in this community understand that it is not only a walkable community but one that fosters good neighbor relations and a wholesome environment. It would be unfortunate to destroy that in exchange for this project. There are plenty of industrial areas at the foot of the west side of the bridge to accommodate this project, there is no need to destroy family neighborhoods to accommodate it. Kim Shugart on behalf of Lola E. Shugart 4823 42nd Ave SW, Seattle WA 98116 509-947-6887	Kim Shugart

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Phil Charles

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Michael Hafermann
04/19/2022	Seems like the medium tunnel on 41st and Andover St Lower Height route has least combined impact on homes and businesses while also coming in at the lower end of the budgeted projections. That would be my preferred route.	Jon Osterburg

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Julie Richard
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Avalon routes, 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down	Brian Allen

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you, Charles Anderson	Charles Anderson
04/19/2022	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise! vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen! Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values. VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Yan Lu
04/19/2022	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: cheapest and least amount of noise. vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, larger negative neightborhood impact, loud noise, more closure of roads and longer construction period, will harm home values if above the ground/elevated option is chosen. Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values. VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only harm the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Nal Lu

04/19/2022	I am a concerned avid golfer who plays West Seattle Golf Course at least once a week. As such I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	John Schaap
04/19/2022	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: Cheapest and least amount of residential impact and noise! vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood with elevated option! Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values. VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful, noise, longer construction, road closures etc.	Peter Leung
04/19/2022	Draft EIS page ES 17-18: Vote FOR DEL-2a & DEL-6: both are the cheapest options! Least amount of residential impact and noise! vote AGAINST DEL-1a, DEL-1b, DEL-2b, DEL-3, DEL-4, DEL-5: more expensive, impact during construction are all much negative, loud noise, many more closure roads and longer construction period, will harm home values in the neighbourhood if above the ground/elevated option is chosen! Draft EIS page ES 22-23: vote FOR WSJ-3a, WSJ-3b, or WSJ-5: much less least amount of neighborhood impact, tunnel is much preferable to the residence and protect home values. VOTE AGAINST WSJ-1, WSJ-2, WSJ-4: Elevated will only depreciate the home values in the area significantly, and the impact to nearby residences and neighborhood is much harmful.	Kai Hong

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunities would not be impacted for the 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.	Brent Olson
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you, Tony	Tony Vincent

04/19/2022	As an owner of a fourplex in the Delridge neighborhood, I would like to voice my support ideally in favor of Delridge Way station alternatives DEL-5 or DEL-6. I prefer these alternatives due to their minimal impact on the residential homes in the area and minimizing displacement of existing residents and historic fixtures. This is preferable to alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, which have significant impact on the residents of the neighborhood, and DEL-3 and DEL-4, which have the maximum impact. While there is no perfect location or solution to transit locations and construction, minimizing the impact on housing is a critical aspect of the optimal station location. Thank you.	Michiel Zuidweg
04/19/2022	The West Seattle golf course is an institution of West Seattle and a community draw. I have not lived in West Seattle for 8 years and still make very regular pilgrimages to play the course, see old friends, enjoy the views of the city, and enjoy the mens club community. It is a wonderful place with history, great people of all ages and backgrounds, and provides a significant community benefit that cannot be ignored. It would truly be loss for the area of West Seattle to lose the golf course that I, and so many, cherish. If a route is selected it must be the route with no impact to the golf course.	Matthew Bourne
04/19/2022	Please use the Yancy/ Avalon plan for the light rail in West Seattle. This will avoid a heavy, negative impact on our treasured West Seattle Golf Course and Park. Thank you.	Alison Judd
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Byron Anderson

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Kyle Meaux
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I OPPOSE any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are below: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to the Yancy or Avalon routes. Thank you	Christopher Lopez

04/19/2022	I would like to offer my opinion on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are unacceptable in my view due to the cost, time and loss of over 3 aces of the golf course which is Park property. Other reasons to not use the Genesee route are below: The budget appears to be roughly the same if not cheaper using the Yancy/Avalon routes. 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487. 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was originally intended. 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year. 6) There would be no risk of golf balls hitting the trains. 7) The Parks Department supports the Yancy alternatives. 8) This is the only golf course that serves the West Seattle community. 9) The risk of damage to Longfellow Creek, fish and wild life in the area is greatly reduced or eliminated. 10) The mature trees all along the North edge of the golf course would not be cut down.	Scott Ramage

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	PAUL DEVINE
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Jonathan Stebbins	Jonathan Stebbins

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to 3 acres of the golf course which is Park property. The reasons are the following: 1). The budget is the same or cheaper for Yancy/Avalon routes, 1.6 B and 1.5 B. 2). The business disruption is closely similar for both of these options. 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487. 4). The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. 5). The loss of revenue and loss recreation opportunity would not be impacted for over 60,000 golfers each year. 6). There would be no risk of golf balls hitting the trains. 7). The Parks Department supports the Yancy alternatives. 8). This is the only golf course that serves the West Seattle community. 9). Longfellow Creek would have no risk of damage to the fish or the creek. 10) The mature trees all along the North edge of the golf course would not be cut down.	Catherine Sue Johnson
04/19/2022	If you are going to bring light rail to West Seattle, put it underground. If you can't put it underground, then don't come to West Seattle. limit the number of stations to two. Having three so closely spaced, as some plans call for, makes no sense.	Richard Petters
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. I'm an active golfer at West Seattle and support the reasoning listed here: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Hunter Williams

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down	Vaughn Kercher
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Curtis John
04/19/2022	I prefer the Yancy Street alternative as it will go along established bus stops, higher density areas for use and is the least disruptive of the West Seattle Golf Course, which is considered my many a "jewel" in Seattle and being a park, should not be disrupted by noise from overhead rail traffic. Compared to most other golf courses, it is quiet with few residences abutting it. Thanks.	Frank Jose

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you John Winters	John Winters
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. **I am an avid and active golfer at the West Seattle golf course and implore you to explore other options. Thank you	Roma Rowland

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community and is historic in the golf community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Will Dornes	Will Dornes
04/19/2022	As a Seattle resident and a residential property (4-plex apartment) owner in the Delridge neighborhood, I would like to voice support specifically in favor of Delridge Way station alternatives DEL-5 or DEL-6. These alternatives are preferred due to their minimizing impact on the residential housing stock of the neighborhood, ensuring minimal displacement of existing residents and historic fixtures. This is preferable to alternatives DEL-1a, DEL-1b, DEL-2a, DEL-2b, which have significant impact on the residents of the neighborhood, and DEL-3 and DEL-4, which have the maximum impact. While there is no perfect location or solution to transit locations and construction, minimizing the impact on housing is a critical aspect of station and line choice.	Kelly Jewell

04/19/2022	am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Bill Deal
04/19/2022	Prefer the West Seattle junction route as opposed to Delridge route.	Timothy Joslin
04/19/2022	I am in support of the two alternatives that do NOT take the light rail up Genesee and does not touch our park…the golf course. With all the growth in the area it is even more important then ever to not involve park property. I oppose any choice that takes any part of West Seattle Golf course. This is the only golf course in West Seattle and, like all of our parks, it needs to be preserved. The budget is the same…or cheaper for the Yancy/Avalon routes. The Genesee routes violate a City Ordinance driven by a citizen initiative that the park property CAN NOT be used for purposes other then what it was intended . All of our parks make West Seattle the charming place it is today. We need to preserve them ALL with no exceptions.. I AM ASKING all of you to vote in the direction of leaving West Seattle golf course and choose options that SAVE OUR PARKS!	Laura La Badie
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you-- Robin Moore	Robin Moore

04/19/2022	As a West Seattle home owner I have major concerns around the impact of the light rail track and stations on our neighborhoods. Would prefer to see a proposal to build the stations and tracks underground to keep our neighborhood intact. Sound Transit has built underground in most neighborhoods in the City thus far and I hope the same can be done in West Seattle.	Rachel Spence
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	John Douglas

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Gary Wieder
04/19/2022	The West Seattle tunnel option is the only option I support. It's the least disruptive and the only option that allows us a chance to maintain at least some of the businesses and housing potentially impacted by this project. See appendix section L4.1 I am disappointed that Sound Transit did not work more closely with the city to prevent some of the recent development that has occurred on the proposed light rail paths through West Seattle. A huge chunk of new housing as well as important businesses may be lost - what a waste of money not to mention environmental impacts, exacerbating housing issues, etc. Why did we allow so many apartment buildings to go in if they will be impacted by light rail? (again, referencing appendix section L4.1) I strongly encourage Park and Ride options. Buses from Arbor Heights to the WS Junction take about 25-30 minutes during rush hour (upwards of 50 minutes outside of rush hour). Tack that onto time to board light rail downtown, and I'm looking at a much longer commute if I use light rail.	Kacie Baldwin
04/19/2022	I support the Avalon/Yanecy routes and oppose any route that impacts West Seattle golf course. I also oppose any thought of another tunnel that may take any land from the golf course	Rusty Flook
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property.	Rodger Ferron
04/19/2022	Please consider any/all viable options that do not involve disrupting or demolishing parts of the beloved West Seattle Golf Course. This park has provided joy and entertainment for all manner and walks of life for over 7 decades. As I understand it, the other options are cheaper and less disruptive to both private and park land, particularly considering that park land has been legislated to remain just that. The golf course (during and post pandemic) has been a great source of revenue, as well. The course weathered a similar proposal involving a driving range addition that also would have scarred the property. Shame if that would have been for naught. Thank you	Mark Sullivan

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Timothy Beaver
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Roger Dubbs

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Marc Olander
04/19/2022	For the West Seattle extensions, the residential and operable noise impacts over the span of the usable life of the line are significantly reduced in the tunnel options, and render the elevated alternatives as considerably inferior when considering long-term residential land-use of the area this extension aims to serve.	Patrick Dellerba
04/19/2022	I support a link light rail to West Seattle, but I don't want to see the north side of the golf course and Longfellow Creek impacted by a route up Genesee Avenue. The Yancy/Avalon route is preferable.	Charles Sanders

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes as opposed to any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Seattle Park's property. I believe the following reasons demonstrate why the project should favor the Yancy/Avalon routes - The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would impact over 60,000 golfers each year and employees of the facility 6) There no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This West Seattle Golf course is the only golf course that serves the West Seattle community and surrounding areas. Additionally given the reputation the golf course has acquired, many golfers from all around the Seattle-Tacoma area choose to play at the course even if they do not live in West Seattle 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes.	Spencer Goldberg
04/19/2022	After reading the EIS statement there are several reasons to prefer the Andover alternative to Delridge or Dakota. I have lived in West Seattle for 35+ years. Looking at Figure ES-22 there are several points that favor the Andover lower height alternative in the the route would traverse a commercial steel plant rather than a city park. Our city parks need to be protected. The route would abut what is now the current arterial, impacting less. That steel plant can be very noisy so the train would not affect anyone or thing. I was a member of the West Seattle club there across the street and that route makes much more sense. Table ES-3 points out the cost for the Andover lower alternative would be one of the least costly, construction interruptions would be approximately the same or a little less disruption. The Andover route displaces the least amount of people and about the same number of businesses. There would be a lot less visual and noise impacts than the other routes. The Andover route does not impact any historical properties as the others all do and it impacts a city park, West Seattle Golf course. Please, we must protect our parks. Keep this project near the current arterial that will provide less impact overall. I prefer the Andover alternative to Delridge or Dakota. Please adjust the preferred route to Yancy or Avalon. It makes much more sense.	Thomas Fehlen

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Dax Colwell
04/19/2022	While I do like the idea of light rail in general, I do not think it feels like a good fit for West Seattle, because of its odd geography/location. I feel our community is already well connected to public transit to downtown, via busses and water taxi, and I feel that it would be more economical and practical to increase bus/taxi routes and further incentivize those options. Additionally, I tend to be skeptical of plans that would make traveling across the bridge we barely have now even more restrictive during construction. If you do push onward with this project, I would much prefer the tunnel option, as every single person I've talked with about this issue has strong negative feelings about the elevated option. In addition to being an eye sore, it seems unideal if it were to be stalled to be above ground, and as someone with slight claustrophobia, I'd be hesitant to take a trip on an option that would keep me enclosed as such above ground. Most specifically, the thing I dislike most about the plan is that it feels like we'll be unnecessarily removing housing options in a neighborhood already suffering for lack of housing. Why remove so many homes, apartment complexes, and businesses — the components of a community — in the area that draws people to West Seattle? Why pay taxpayer money to build an expensive and superfluous transportation system to travel to/from a community, when the very act of doing so would remove the businesses that were the main attraction? Why would people want to pay more to live in West Seattle (because of lack of housing) when the quality of life is also removed (because of loss of businesses or neighborhood appeal) all so you can take light rail in addition to the bus? All to say, I feel that the proposed options would be expensive, superfluous, and add to the already problematic housing shortage. Please do consider instead investing in our bridge and in better bus conditions and increased water taxi routes, so that it's actually convenient rather than cute.	Bekah Sandy

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Timothy Crawley
04/19/2022	Find another route I love the businesses in my community that this plan will destroy. Not enough people use the light rail transit system.	Symone Taylor
04/19/2022	This is directed towards the plan for the Link Extension in West Seattle. Please do not destroy the Trader Joes. Maybe have it nearby with a stop? Out of the current list of potential businesses impacted, this one is the most impactful in my opinion. Thank you for your time.	Emilie Barnard
04/19/2022	I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	David Herrick

04/19/2022	West Seattle Golf Course is a benefit to the community. It is unconscionable to even consider removing any piece of this historical gift to the West Seattle residents. The property owners in WS contribute to the King County tax base, despite being underrepresented and having limited access to The city. Our parks are what make this area so special. Do not cut into them when there are several other viable options for this project.	Janet Folley
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Nate Ward
04/19/2022	I would like to add my voice in support of either of the Yancy/Avalon routes. I am opposed to any alternative that would impact the West Seattle Golf course, truly one of the Seattle Parks and Recreation Department true gems. Further, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. Please protect one of the most wonderful, and widely appreciated pieces of the Seattle Parks Department's properties	Arkell M. Burnap

04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Durand Good

04/19/2022	Aravita Condominiums ("Aravita"), situated at 3045 20th Ave W, Seattle, WA, 98199, is a 41-unit building near the proposed Interbay station. Impact 1: Air Pollution One impact to Aravita residents from the Project is the projected increase in noise, vibration, dust and other air pollution. While the BNSF freight rail yard is already located in the same area as the preferred alternative for the light rail project, noise and vibration from freight rail operations is intermittent and there is an embankment. Current Sound Transit light rail transit operates from 4:44 am to 1:23 am with a train running every 12 to 15 minutes. The preferred alternative is an elevated guideway for light rail at approximately 80'-90' above ground level. Impact 2: Traffic The Project, regardless of the final alternative, is projected to result in increased pedestrian, cyclist, and vehicle traffic in the Interbay area. Potentially adverse impacts to Aravita residents include difficulty with access to parking, traffic congestion, and pedestrian safety. Some potential changes to the area associated with the new Interbay Station are: A) Redirecting the Magnolia bus route to 20th Ave W, and B) Creating new bike lanes along W Dravus St. Impact 3: Visual Aesthetics The Project may result in additional light pollution during construction and operation, particularly for Aravita units that are North facing and/or East facing. Question: How will potential adverse air pollution, traffic and visual aesthetic impacts be mitigated?	Lindsey Taylor
04/19/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Benjamin Willetts

04/19/2022	Hi, Underground pls. And move ur comment box towards the middle, whew!! I had to scroll all the way to the bottom just to sign, ppl will bail Best!	Tori Damianas
04/19/2022	Please do not build the light rail through the dusty strings Harp building. This is the United State's best lever harp maker, and likely the best in the world, especially at their company size class. Any interruption to their services will cause major impacts to the traditional music industry. Individuals will not be able to obtain new instruments, get repairs, place string orders, etc. The harp industry has already been majorly impacted by COVID and supply chain issues. Any further impacts to the harp industry would be devastating to musicians. Moving such a unique manufacturing operation would cause years of delays in harp production. Please route the light rail around their business. You are destroying an important musical landmark and massively injuring a small musical economy.	Kara welch
04/20/2022	I'm excited for better/faster transportation options to and from west seattle. Please consider a more thorough third party feasibility study of a gondola possibilities.	Bradley Curran
04/20/2022	Please consider the comments below on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. This would spare the home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder and are vital to the music community. Many depend on their instruments and of particular note are those who work in music and harp therapy. Harp music has been shown to aid in the recovery from illness and these instruments are of vital importance. Please consider a route that will avoid disruption - it's important to so many!	Linda Browning
04/20/2022	This is the last thing we need in our community with mass transit being such a magnet for drug use and criminal activity not to mention homeless people with no agenda other than partaking in the two above. We seen what this did to the South End i.e. Rainer Valley forcing business to shut down families out of homes increasing disparity when the truth is we the community feel safer within our own vehicles. Stop forcing mass transit down our throats wasting billions in tax payer money that has nothing but negative impact on society economically environmentally. These systems take up way too much space are not favored by most middle class working tax payers(majority flipping the bill) creating way more headaches slowing down motorist causing far more havoc for commuters. Spend billions just to witness the demise of more historical landmarks demolishing more homesteads just to give drug addicts and criminals a free ride to create chaos. The transit in place is more than enough in fact too much! This will kill West Seattle and we won't allow it not ever. We will do whatever it takes at any extent to curb this community killer	Brandy McWilliams

04/20/2022	From Dusty Strings, 3450 16th Ave W, Seattle, WA 98119 I have heard that the building of their production company may have to be demolished for the new light rail. I would like to point out the wonderful family business that is Dusty Strings. They are valued for their beautiful musical instruments. I myself have a harp shop in the Netherlands, Europe. I have been selling the Dusty Strings harps and hammered dulcimers since 2002. Dusty Strings has put Seattle on the map as a city where the most beautiful harps and dulcimers are built. It would be a disaster for Dusty Strings if they had to leave their relatively new building. The building was built just 20 years ago exactly according to their wishes. Another location within Seattle is not easy to find. If the building has to be demolished, it will have enormous consequences for their production process. That has major consequences for my shop in the Netherlands as well. My shop can hardly survive if no more harps and dulcimers can be built by Dusty Strings. These instruments are highly regarded here. I sell them all over Europe. Obviously the light rail will be necessary. I request that you explore all possibilities to preserve the Dusty Strings company for Seattle, its employees, its suppliers and all musicians in the world. And if demolition is the only option, please offer this wonderful company a good alternative with as little disruption to the production process as possible. I rely on sensible decision-making taking into account the importancy for Dusty Strings. Zingende Snaar BV Koningin Elisabethplantsoen 5A 3911 KT RHENEN The Netherlands www.zingendesnaar.nl	Jeanette van Nieulande
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Mark Jefferies

04/20/2022	I grew up in Seattle and played on the Nathan Hale golf team- 87' grad. When I was a kid we had three full size courses. We have three full size courses now and our population has grown substantially. Golf is a healthy activity for the whole family. The green space is home to wildlife. Please do not put the light rail line on the golf course. I understand we have two plans that leave the course untouched. Thank you for your consideration.	David Frasch
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. I would think as a progressive city, the impact on the environment is as important as well. Parks provide that and should be preserved. In addition, reasons for opposition is as follows. The budget is same or cheaper for Yancy/Avalon routes. I would like to think the city is fiscally responsible. Private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487. I believe there is a city ordinance driven by citizen initiative that park property cannot be used for the purposes other than what it was intended for. Loss of revenue for the city and impacting over 60,000 golfers each year. Risk of golf balls hitting the trains. City Parks Department supports the Yancy alternatives. Environmental impact on Longfellow Creek to fish and other wildlife. Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.	Shari Lewis
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Alexander Bernard

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04/20/2022	Please, please, please, no elevated rail line through our neighbourhoods. NO ONE wants their home destroyed or to look out onto an ugly rail line, much less be subjected to the constant noise. Build a tunnel or don't build it. The noise, light and aesthetic pollution is not worth it. Ask every other major city in the world (NYC, Paris, Chicago, San Francisco) that have slowly replaced their ugly, noisy 19th century "L's" with underground systems. If we can't afford a tunnel, don't build it.	Katharine Crick
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Michael McCahill

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Nathan Dolejsi

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Peter Phung
04/20/2022	scrap the lightrail project and go for gondola!!!! much more feasible and less of an environmental footprint. plus the view would be refreshing to see every day.	nicole schell
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	PAblo Adrian Martinez Araoz

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04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Eric Wheatcraft

04/20/2022	Thank you for the detailed draft EIS clearly laying out all the options. Opinions: Dropping the avalon station seems like a short-sighted choice without a clear benefit. It does allow easier access to the light-rail for a significant population and particularly at a common bus transfer point. The junction and delridge stations would not satisfactorily replace this. The 21, for example, runs up and down 35th, which is a common bus, and you would have to transfer to the C to get to the junction to use the light-rail, which would be one bus too many for a lot of people. We should build for the system we want in the future, expecting larger ridership over time. I support tunneling in the junction area, as it would make it much less disruptive and also, if you are visioning for possible southern expansion in an unknown future, any line that proceeds south from the junction would be best tunneled as otherwise it would severely disrupt a huge swath of residential neighborhoods. Please prioritize routes that disrupt the least amount of parkland and wildlife habitat. These are things that we can never get back or reclaim. While I feel that disruption to homes and business also need to be minimized, parkland and wildlife habitat are irreplaceable. Please pick one of the delridge station locations that is more central, and less northerly. Even an extra 5 minute walk can be a deterrent to someone using transit, and making it as easy as possible to transition from bus to light rail will really benefit the system over time. Thank you, Shawnti Rockwell	Shawnti Rockwell
04/20/2022	would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. First: Thank you for building this section of light rail! I am a Seattle native and 30-year Ballard homeowner, and I worked in Interbay for much of my working life. As such, I very much appreciate the need for this project. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration. All the best Kristine	Kristine Warmhold

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Kyle Russell
04/20/2022	Dear Sound Transit Board, I am a professional musician and the uninterrupted service of Dusty Strings helping me maintain my instruments is critical to my profession, with the key word being "uninterrupted." Therefore I respectfully request that the transit line proposed option to go through their facilities be rejected. Dr. David E. Knauss Ph.D. in Music Education, Penn State University Doc. of Humane Letters, The Wesley Synod International, Canterbury, England	Dr. David Knauss

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Jeff Palmer
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Molly Palmer
04/20/2022	Dusty Strings has had a huge impact on my life these past 30 years. I play their harps, and refer my students to them when they're ready to purchase their own harp. I've learned how to care for and make minor repairs on my harp from the owners and staff at Dusty Strings. Making harps and dulcimers is a very specialized business and they not only take great pride in creating a high quality instrument, but spend as long as it takes to perfect their instruments. I have been to their shop and know first-hand that they have spent years building and crafting a workplace that supports them in keeping a high quality, and in turn providing the same to the harp and dulcimer communities. To have to move and re-create a new shop with the same high standards would not be an easy task, to put it mildly. Respectfully, on behalf of everyone that plays, loves, and will play and love their instruments, I ask that another route be chosen for the light rail. Thank you for your time. Sincerely, Aedan MacDonnell	Aedan MacDonnell

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Destroying the only good course left in all of the Seattle public courses will have a dramatic effect. This course is very popular and busy year round.	Beau Gants
04/20/2022	I am writing to request that the light rail system non be allowed to go through the Dusty Strings workshop/factory and that it not interrupt the building of Dusty Strings harp's. They are a globally-respected instrument builder and a part of the worldwide harp and hammered dulcimer communities. I have personally purchased several of their beautiful, expertly crafted harps over the years as have many of my friends. They are a family owned business with the highest of integrity and unparalleled customer service.	Janice Mineer
04/20/2022	My main concern is on the major displacement of businesses and tax base in West Seattle with several of the proposed routes. From what I've seen most of, if not all of, the elevated rail options will have a massive impact on West Seattle as a tax producing area for the next 20+ years. A tunnel system although more expensive initially, is the better way forward in my opinion.	Dustin Venske
04/20/2022	please reconsider the path of the light rail system as it will disrupt the operations of the manufacture of Dusty Strings. we need music, now more than ever. we are currently healing from hard times and this would be a devastating blow to the local musical community as well as to musicians worldwide. they craft superb instruments. sincerely, Dan Benson	Dan Benson
04/20/2022	As a 41st Ave SW resident of the West Seattle Junction I am disappointed to see the extreme displacement numbers on my street as well as 42nd Ave. I agree with removing the Avalon station to offset cost and would be in favor of the Fauntleroy station shift as it is significantly lower in displacement and acts as a middle location between Avalon and the junction. I do not want my home taken from me by the city for this project. Best, Kellie Langan	Kellie Langan
04/20/2022	We agree with : Ray and Sue's proposal that a modification of route that keeps the Dusty Strings Building: “the proposed track revision submitted by Ray Mooers to Alexis Lair on April 2nd”	Gail Cohen

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year Scott Ulman 206 605 9662	SCOTT ULMAN
04/20/2022	I strongly support the Elevated 14th Avenue Option (fromProspect/15th) also known as lBB-1b in consideration for the Dusty Strings Company at 3450 16th Ave W,they are globally respected harp and hammered dulcimer makers and proud members of Seattle's dwindling manufacturing community which is important to business diversity in an increasingly tech-dominated city.A move would displace approx 60-70 workers in this custom designed owner occupied model of a building that houses Dusty Strings as well as 4 other small businesses. Thank you for your consideration Deborah Everitt	Deb Everitt
04/20/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. I write to you as a colleague and friend of the Dusty Strings Company and its family owners, Ray, Sue, and Christy Mooers. I have known this family and company professionally for over twenty-five years. They have remained dedicated to building high quality musical instruments in the United States. On their behalf, and on behalf of over sixty employees of their company and others who work in the building, I ask you to consider the IBB-1b alternative route, which would allow their facility and business to remain in place. Their manufacturing facility, which would be impacted by the other route options, was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. Given the realities of building costs in Seattle, rebuilding could be unsupportable, and Dusty Strings Company would be forced to relocate. In a time when local, regional, and federal governments are actively seeking ways to keep good manufacturing jobs in their communities, displacing a company that has committed itself to keeping high quality jobs in Seattle is a step in the wrong direction. While I support light rail and understand that some individuals will be impacted no matter which route is selected, I want to speak up for this company, which I have long known and admired for their commitment to outstanding craftsmanship as well as for their commitment to their community and employees. Best Regards, Steve Moss Moss Harp Service	Steve Moss

03/17/2022	I think it's very important to get more translation out, translation -- translators to different languages to the community here, to get more of residents and visitors more people that can engage. And I think it's very important for the company and the government to consider about appraisal -- how to preserve the culture and the building, to help the small business owner here. Yeah. I think that's my concern just like this. Thank you.	Run Zhun
03/17/2022	I was just looking at the map, and I was thinking you guys are thinking about even having a tunnel or a bridge. I think you guys should have a bridge, you know, like the bridges over there in Ballard or the bridge going across Aurora, you know, a bridge for the light rail. And yeah, I think that's a good place to have a stop, too. Maybe right across the water, over there by Fred Meyer, you know? A lot of people live over there by - - you know, going back to Gasworks and University District and stuff. You know, they might want to get off there and park their car. I don't know if you guys are going to have a parking spot, but maybe a parking spot where people can park. It's kind of crowded over there, though, isn't it? So I don't know how that would do. But if you're by the water, I think there's a lot of places around the water where you could probably put parking spots for people that drop off their car and ride into town. So that's all I got to say.	Eugenia Curley
03/17/2022	I just think transportation is too limited. Transportation here is too limited. We should expand. A lot of people go a lot of places. Help them get there. And make some more income to pay more taxes. That's how I feel about it. But you know, I sleep at the VA Hospital in a tent out in the woods. If I don't catch a certain bus there at a certain time, I can't get there. That ain't cool. I'm a senior citizen, disabled vet. Help me get to where I got to go. That's all I got to say. Cool. Thank you.	Juan Rivera
03/17/2022	Oh, this is so weird. Okay. Okay. Hi. I'm a community member of the Chinatown-International District. My family has had a business here in the neighborhood for about 18 years. I'm very concerned about this project, the Sound Transit project. Our community has already faced a lot of challenges with different developments over the years such as the streetcar, which my family's business personally suffered impact from. The construction of the streetcar, it definitely affected business and was challenging for us, and so I'm concerned about the Sound Transit project and its effect on the Chinatown-International District. Historically, the construction of I-5 as well as the King Dome also negatively impacted our community. And then most recently with the pandemic. With Asian hate, our community has struggled a lot, and so I'm very concerned about this project and how it could affect already struggling local businesses in our neighborhood. So to me, when I look at these options, the -- and I see that some of these options will lead to the displacements of 18 or 19 businesses in our neighborhood, that's very concerning to me. And I know that even though it says 18 or 19, the number of businesses affected by construction will be much larger. So I -- I support the Fourth Avenue shallow or deep option as opposed to the Fifth Avenue options in the Chinatown-International District as these would displace fewer businesses and not have as catastrophic of an impact on the Chinatown-International District. Additionally, I think it's important that the businesses that will inevitably be affected by this project are adequately supported and compensated for these impacts. To be displaced by such a project, for me, seems unimaginable as my family's had a business, you know, in the same place for almost 20 years. We also have a business in Capitol Hill that's been there over 20 years, and so to, you know, be displaced from the location where your community is, is catastrophic, and it's very concerning to me. While the Fourth Avenue projects are perhaps more costly, I think that our local businesses and the Chinatown 13 International District is an invaluable asset to the city, and so if we have to choose between these five options presented in front of me for the Chinatown- International District stations, I would advocate for the Fourth Avenue options -- Fourth Avenue shallow or Fourth Avenue deep options. That's it. Thank you.	Aya Bisbee

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Scott Gordon
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you, Matt Crook	Matt Crook

04/20/2022	I prefer either the Avalon or Yancy routes The cost is the same or less than the preferred routes One third the amount of businesses and residential units would be displaced. No park land would be lost. It is against a city ordinance to use any park land other than for its original intent.	Christine Mason
04/20/2022	I have comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE because it will avoid the removal and potential destruction a unique and well known harp business that has world wide ties: The Dusty Strings Company at 3450 16th Ave W. This is a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. I am a harp owner since 2012, in Austin, Texas, and I have and use their Ravenna harp, string replacements, repair, expertise, harp maintenance tools, and more from Dusty Strings. With the loss of the company, I and many, many harpists in the world would find it impossible to keep playing without significant disruption. We depend on Dusty Springs to be able to continue to play our instruments. In addition, all their expertise would be either lost or dispersed. I would think that Seattle would find it important to support manufacturing companies that employ skilled craftspeople and invest in the city, and which represent the city well in the world. I think the the IBB-1b alternative would be a good compromise. Thank you for your consideration.	Elaine Sanchez

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Mr. Peter Umbach	Peter Umbach
04/20/2022	I prefer the Yancy or Avalon options for the light rail. It would displace a lot less residents and newly opened businesses than the Genesee option in West Seattle. It would also not destroy the West Seattle Golf Course back nine that is under the jurisdiction of the Parks Department. Changing park land is illegal according to city of Seattle bylaws. When this idea was put on the ballot the brutal repercussions to local businesses and new residential housing were not even mentioned.	Robert Mason
04/20/2022	The Dusty Strings building address: 3450 16th Ave W, Seattle, WA 98119 could be impacted and eliminated by Sound Transit. Dusty Strings is a unique family owned business, not known for producing millionaires and billionaires, but rather for enriching our city with culture and music. Dusty Strings has become a Seattle destination by folks all over the country and the world. What happens in that shop touches the hearts and minds of folks in significant ways. It is a place producing life and joy in very significant ways, and may not survive as a Seattle institution if forced to move. Please see the place as a monument to the city, not just another building standing in the way of progress.	Pete Daigle

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	James Bluhm
04/20/2022	Small businesses are vital as tax payers to any community.These couple years has hit small businesses even more than usual. If we remove or upset the small businesses, we remove the revenue. Please consider another path. Dusty Strings has been on your tax base for ages. We are considering having them move to our state, we would love to have them, their exceptional customer service and their tax base.	Martha Solent

04/20/2022	I would like to voice my support for the recommendations presented by Seattle Subway and The Urbanist during a webinar on April 7th. I want to see Sound Transit prioritize transit riders in the development of the West Seattle and Ballard links. Furthermore, I hope to see planning for future expansion. Specific comments Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. Avalon Retained Cut Station: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. SoDo: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. Chinatown-International District: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. Westlake: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Denny: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. South Lake Union: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. Uptown / Seattle Center: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. Smith Cove: Preferred Galer Street Station [SIB-1]. Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.	Philip Greene
04/20/2022	I live in West Seattle (for 50+ years) and would strongly like to see the station/stations underground instead of above ground destroying the neighborhoods they go through.	Penny Mulligan

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Michael Hilsenkopf
04/20/2022	Although I don't live in Seattle, I am a customer of Dusty Strings. I understand that their building is directly in the path of the proposed light railway. I ask that there might be a consideration of an alternate route to avoid losing this important business. Harps are not very easy to find, especially harps that have an exquisite sound. Dusty Strings is well known throughout the world as an exceptional builder of this type of harp and to lose them would be devastating to the many harpists who have come to rely on Dusty Strings. Thank you for your consideration of this request, Patricia Niesyn harpist and owner of a Dusty Strings harp in Connecticut	Patricia Niesyn
04/20/2022	Please build underground.	Nicole Vandenberg

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Brandon Madden	Brandon Madden
04/20/2022	I am just one of the many satisfied customers of Dusty Springs Harp manufacturing company located at 3450 16th Ave W. Seattle. WA 98119. I really treasure supporting family businesses who manufacture fine musical instruments. Your city is fortunate to have had them located in their current location for so many years. Please consider allowing them to stay in their home location. Thank you .	Linda Galbraith
04/20/2022	I'm writing on behalf of Dusty Strings, a business that would be severely impacted by the light rail route. I've toured their manufacturing facility, and I've never seen such a clean, well-thought-out and beautiful place to build their beautiful instruments. Dusty Strings is the underpinning of the folk music community in Seattle with their lines of instruments, as well as a major supplier of folk instruments around the U.S. and internationally. If the light rail MUST go through their factory, I beg you to go beyond a minor compensation and truly help the Dusty Strings Company relocate and rebuild. Seattle needs Dusty Strings. Thank you for your time.	Avis Cawley

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Tom Moris
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I am in support of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. This is the only municipal golf course that serves the West Seattle community and any impacts on the golf course would be a major detriment to all in the community.	Vincent Fiorino

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Aurora Bennett

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	John Ryan Marsalis
04/20/2022	I've been reading Chapter 2, sections 2.1.2.1.3 on the Delridge segment, and 2.1.2.1.4 on the West Seattle Junction segment of the light rail. I would like to endorse alternative DEL-2a for the Delridge segment, and alternative WSJ-3b for the West Seattle Junction segment. The main reason is that I'm opposed to elevated guideways for the rail. They are unsightly and block natural light and decrease the distinctive feel of any neighborhood that they pass over. I feel that they are used in poorer neighborhoods where the residents will not object. So far they are in no other neighborhood in Seattle. For DEL-2a the guideway will be significantly lower (60 feet) than for DEL-1a (70-150 feet). This would be a much more human scale for the guideway. Alternative WSJ-3b does the best job of preserving the neighborhood feel of this part of West Seattle, and also has the closest station to the West Seattle Junction. This makes the most sense for businesses and transfers with Metro Transit, which has its stops at the Junction. WSJ-3a would be acceptable because it is also a tunnel, but the station is one block farther away from the Junction than WSJ-3b, so it is not as good a choice. I hope that third-party funding can be found for the tunnel option so that West Seattle can be treated fairly when compared with the north end of Seattle, and so that the beauty and livability of the Delridge, Avalon, and Junction neighborhoods can be preserved. One need only look at the Roosevelt Station neighborhood and imagine an elevated guideway there and the effect it would have had on the feel of the neighborhood. One additional point is that WSJ-2 should not be considered at all, as the station is much too far from the center of commerce in West Seattle. Thank you for the opportunity to comment.	Sharon von Wolffersdorff

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Constance Bennett
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS and representing both myself and my business. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. I feel the light rail must be built in such a way as to address the impact it has to the landmarks well established in the West Seattle area. As a preservationist, local historian, and small business owner I am well aware of the price of progress. However when we have options we must be thoughtful of their long term consequences. There are many reasons to avoid taking away public lands, but to put it simply- there is no NEED to do so, thus we should opt for keeping developed infrastructure within boundaries already established over the years. I know I will see an impact to my business during construction. I know it will be impossible to please everyone. I also know that one of Seattle's biggest core values is the outdoors. By taking away any part of the nature that still exists in our community you are furthering Seattle's concrete footprint. I feel this is our chance to avoid mistakes that cannot be taken back. I hope you will consider my opinion on this and I look forward to the development of the light rail through West Seattle. Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	John Bennett

04/20/2022	Dear people, I am writing in support of the IBB-1b alternative for the Ballard light rail extension. Unlike other options, IBB-1b would not destroy Dusty Strings' custom-designed state-of-the-art 2002 manufacturing facility which employs dozens of people in the highly specialized field of fine musical instrument manufacturing. This multi-generational family business has employed hundreds of Seattle residents since 1979, who have together produced tens of thousands of world-class harps and hammered dulcimers which are sought after by professional performers as well as dedicated amateurs on every continent (except possibly Antartica). I personally feel lucky to own three Dusty Strings harps, and have been proud to showcase these amazing instruments during my 29-year performing and recording career. Dusty Strings instruments have been featured on the cover of numerous national and international publications including The Harp Column and Fine Woodworking; Dusty Strings has made Seattle a destination for people seeking these exquisite instruments which are made with such meticulous attention to detail in every aspect of production. In addition to its top-tier manufacturing, Dusty Strings has been a strong supporter of local music and musicians (including The Seattle Folklore Society, and the Folklife Festival) for decades. Dusty strings also created and continues to present the Seattle Folk Harp Symposium (now called Harp Seattle) which has brought world-class performers and teachers to their facility for concerts and classes for decades. It would be a major hardship for this rare jewel of a Seattle business to move its manufacturing operations; because of high costs and the limited availability of suitable building sites for the complex needs of high-end musical instrument production, any Sound Transit option other than IBB-1b would likely require the company to leave Seattle in order to build a comparable replacement to its (only 20-year-old) custom designed and built manufacturing facility. I urge you to choose IBB-1b, to support rather than distrupt this thriving and world-renowned Seattle business, and to avoid destroying a state-of-the-art specialty facility when Sound Transit has other options which would have less impact on fewer businesses. Thank you for your consideration.	Harper Tasche
04/20/2022	Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Dusty Strings has been in business since 1979. I have been a customer of their amazing harps since 1985. To disrupt a globally recognized business when there is a VIABLE alternative shocks me. Thank you for your consideration.	Kris Snyder

04/20/2022	To whom it may concern; Congratulations to Seattle area on the new light rail line under construction. I've been watching its progress each time I drive south on the I5 from British Columbia, Canada to pick up harps and dulcimers from Seattle business, Dusty Strings. Dusty Strings is THE premier lever harp and hammered dulcimer manufacturer in the world. Founded in 1979, they are a family business with both a retail and a manufacturing location. The latter is a 20-yr old custom built which also houses 4 other small businesses. This building is right in the path of some of the proposed routes of the Light Rail! 60 - 70 workers would be displaced as well as a successful, established and profitable business that ships unique Seattle-made products world-wide. I am the only dealer that drives down to pick up my orders and I would not be in business in Canada if it wasn't for this high-quality and most reliable supplier of fine instruments. Dusty Strings is a key player in the luthier (instrument making) world and I write this to emphasize their importance and plead for an alternative route so their production and exporting is not impeded. Thank you for reading this submission Alison Vardy West Coast Harps Nanaimo, BC Canada www.westcoastharps.co	Alison Vardy
04/20/2022	I would like to give my full support for any and all improvements and extensions to the light rail. I also would like to advocate for more stations at all costs rather than less. More access=less cars I would like Sound Transit to budget in BETTER ESCALATORS moving forward. I would also like Sound Transit to advocate for affordable housing and affordable spaces for local businesses in order to make areas around stations safer and more vibrant/livable. Of course whenever possible. For example the Mt. Baker station is a prefect example of an area that could use more development. If every station that has the space could be mirrored after the Capitol Hill Station then living in the city would be a breeze. I would encourage Sound Transit to purchase more property around potential stations and then incentivize developers to build affordable housing. Love the light rail	M. Seamus Loftus
04/20/2022	For acoustic musicians (amateur and professional), Dusty Strings has put Seattle on the map. As a small, family-owned business, Dusty Strings struggled to maintain their skilled instrument-making efforts during the two yeas of the pandemic. With those challenges finally beginning to end, they're faced with an even bigger threat: having the proposed transit line routed right through their property. Please consider an altered route. Thank you!	Patricia McCloskey

04/20/2022	Greetings: Please see the below comments regarding the WSBLE Draft Environmental Impact Statement. We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. We are longtime West Seattle residents and own a small Architecture Consulting firm that employs ~20 people many of whom live in West Seattle. Furthermore, we are co-owners of the 4000 Delridge Way SW property, which would be directly impacted by four of the West Seattle Link Extension route options being considered. We purchased this property on the corner of Delridge and Andover in 1999 and then helped design and construct the building, which our business, along with another of the building's co-owner's business, has occupied since 2004. We adore this space and it has been home to our business since it was built. We plan to continue to run our business out of this space for many years; however, all but two of the proposed options would impact our office and force us to leave. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devastating as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come. We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.	Martha Carlson

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. Because the West Seattle Golf Course is a community asset that brings together a broad range of people of diverse backgrounds, I oppose the alternatives that impact it. Any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. Some additional reasons: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Joseph Bradley
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Garrett Gants

04/20/2022	I am commenting on the Delridge section of the West Seattle light rail project DEIS. I support either of the Yancy?Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In additio, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property.	Joseph Dorman
04/20/2022	I have recently learned that one of the proposed rail lines in Interbay will directly interfere with the Dusty Strings building at 3450 16th Ave W, Seattle, WA 98119. Dusty Strings is a small long time Seattle maker of beautiful one of a kind musical instruments. Where it is matters to the makers and the final product. Please preserve this spot by choosing the alternative route: "Elevated 14th Avenue (from Prospect/15th)," also known as IBB-1b. Thank you for your consideration.	Christine Traxler
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Ryan Meneely
04/20/2022	I'm in favor of the above ground options if they are faster to build AND if money is provided to nearby residents to improve sound-proofing. Funds for these improvements need to come from Bill Gates and Elon Musk. They built their fortunes in Seattle while planing games with the tax codes so that they didn't have to reinvest in Seattle.	Shannon Gray

04/20/2022	As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. This neighborhood is in dire need of good childcare - and it would be detrimental if this establishment no longer existed. Please do not force them to relocate. If that is not possible, please provide adequate relocation fees for them to successfully relocate and stay open. The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). Based on the most recent assessments of the local child care industry, utilizing pre-pandemic numbers, current providers can only provide care for 46% of children at or below the age of 5. This number will only grow over time. Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). The Draft EIS needs to include a detailed description of the impact on child care supply in 98106 if the program is relocated. The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4). The Delridge corridor desperately needs facilities like this to support its families and youth. Thank you for your attention, and your support of these public comments.	Natasha Morris
04/20/2022	Hello, I'm sure that increasing public transportation lines is an excellent decision for the city of Seattle. I would like to add my voice to encourage you to pursue an alternative route to the one that is proposed to go through the Dusty Strings Building at 3450 16th Ave W, Seattle, WA 98119. Dusty Strings is an internationally known and loved supplier of high quality music instruments for students to professional musicians. They employ local craftsman and have had many in their employ for decades. Having to relocate may cause them to lose quality and talented employees thus impacting their ability to provide these instruments. As a Certified Music Practitioner I utilize my two Dusty Strings harps to play prescriptive music for people who are ill or dying. As a Clinical Social Worker I use them to work with individuals who are mentally ill. I share this to demonstrate the ripple effects of disrupting this business. It is not just about whether they can manufacture and sell harps/dulcimers it is about what the people world wide do with those instruments. Their instruments are hugely popular, I am certainly not alone in what I do. Please reconsider disrupting this business and the local craftsman that work there. Respectfully, Donna Bennett, LCSW-C CMP	Donna Bennett

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The Parks Department supports the Andover/Yancy/Avalon alternatives The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.	Ruth Winter
04/20/2022	I prefer that the West Seattle light rail route be a tunnel option (best one is WSJ-3a). But if a tunnel option cannot be secured, my preferred route is WSJ-2 (elevated Fauntleroy). Choosing WSJ-1 would cause the demo of many historical homes that are likely to contain lead and would be released into air and soil. That ridiculous Maris apartment building on Fauntleroy is inflating the number of residences impacted for Fauntleroy elevated station without having any occupants. They built there knowing the eminent domain plan. Disregard that building. We should choose a route that survives earthquakes the best. I did not see that mentioned in the DEIS but I think it's very important.	Danielle Sullivan
04/20/2022	I don't believe a single station in Ballard would best serve the neighborhood. I believe having three stops spread out between Ballard and Fremont before cutting south over the ship Canal would best serve the area making an actually usable line for the people who live there, connecting the parts of the community people need for doing errands.	Ryan Mahan

04/20/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Christie Rousso
04/20/2022	for the ballard segment sound transit needs to open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. We need a station in Interbay so I support Thorndyke Retained Cut [IBB-2a/IBB-2b]. I prefer Galer Street Station/Central Interbay [SIB-1]. For Seattle Center station, the one closest to me, I prefer Republican Street Station and think Sound Transit should work to mitigate impacts to arts organizations as much as possible. I especially think that we need to be examine shallow stations whenever possible, this is a major flaw of the 1-line. For south lake union I think both stations are bad, and fail to serve the area. I think we need to examine a station in a more central location that can serve more riders. For the Denny Ave station I think Westlake Ave Station [DT-1]. is perfect, but we need to update vertical conveyances and once again aim shallower. For Midtown, make the station as shallow as possible, design the station with surface to platform elevators in mind, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. For the CID/International District I prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. Shallow stations slow down transfer times. For SODO: I like Mixed Profile Station [SoDo-2], but I think sound transit should study construction further North at the existing SoDo Station location. For the West Seattle stations, I like WSJ-5, but i request sound transit study better DEL-6 that are still compatible with WSJ-5. In general I think: Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. This is a major flaw at the moment. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it’s possible. Plan to build for future expansion in Seattle.	Bryce Ridley

04/20/2022	for the ballard segment sound transit needs to open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. We need a station in Interbay so I support Thorndyke Retained Cut [IBB-2a/IBB-2b]. I prefer Galer Street Station/Central Interbay [SIB-1]. For Seattle Center station, the one closest to me, I prefer Republican Street Station and think Sound Transit should work to mitigate impacts to arts organizations as much as possible. I especially think that we need to be examine shallow stations whenever possible, this is a major flaw of the 1-line. For south lake union I think both stations are bad, and fail to serve the area. I think we need to examine a station in a more central location that can serve more riders. For the Denny Ave station I think Westlake Ave Station [DT-1]. is perfect, but we need to update vertical conveyances and once again aim shallower. For Midtown, make the station as shallow as possible, design the station with surface to platform elevators in mind, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. For the CID/International District I prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. Shallow stations slow down transfer times. For SODO: I like Mixed Profile Station [SoDo-2], but I think sound transit should study construction further North at the existing SoDo Station location. For the West Seattle stations, I like WSJ-5, but i request sound transit study better DEL-6 that are still compatible with WSJ-5. As a daily commuter on Sound Transit, I think that in general the stations are far too deep, and the time it takes to descend into many of the stations is far too long. I think there needs to be a greater emphasis on accessibility, as many stations have few to zero accessible options depending on the time of day. In general I think: Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. This is a major flaw at the moment. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible. Plan to build for future expansion in Seattle.	Kalena McKinnon
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Sarah Stival

04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Lola Stival
04/20/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Sarah Meneely

04/20/2022	I am, and always have been, a strong proponent of light rail and other mass transit options, so I applaud the expansion of Seattle's transit system. I am writing to support the "Elevated 14th Avenue (from Prospect/15th)," IBB-1b Alternative of your proposed light-rail project, as it is the only route that will not impact the Dusty Strings instrument manufacturing company at 3450 16th Avenue W, Seattle 98119. I owned the largest harp store in the world in the Los Angeles area for over 25 years. I started selling Dusty Strings harps when they first started making them in the early 1990s, and they have been a major part of my business ever since. In 2013 I moved myself and my business to Hawaii. At that time, I stopped selling harps made by eight other harp makers, and only kept Dusty Strings' harps because they are the BEST! And so, even though I live on Kauai, almost 3,000 miles away from Seattle, any disruption of Dusty Strings' manufacturing will have a direct impact on my business, and on many other small harp businesses worldwide. As I understand it, all of the proposed routes except for the IBB-1b Alternative will cause Dusty Strings to have to relocate their manufacturing facility, which will cause major disruptions to their operations for many years and may force them to move out of the Seattle area.	Sylvia Woods
04/20/2022	Please consider putting stations and tracks underground like it has been done in nearby Seattle cities. Please focus on timeline. West Seattle Community has had its share of inconveniences!	Mimi Smith
04/21/2022	My brothers and I run a family business in France after our parents retired several years ago. We have worked with Ray and Sue for over 15 years now in a very trusting, professional and friendly relationship I must say. We sell their harps in our shop in the centre of Paris and consider them to be of great value, unique, and give us an incredible edge in a very competitive French market. Dusty Strings harps are of unsurpassed quality and offer musicians a unique instrument. We fully understand the need to develop urban projects and that these can have collateral damage, and although we are well aware that we do not have the legitimacy to criticise such decisions, we would like to alert you to the consequences that such a project in its current shape would have for an economic sector that has already been very challenged for several years. We hope that a solution can be found that will not disturb the activity of Dusty Strings too much. Thank you, Nicolas BUDIN Our business informations are: Le Magasin de la Harpe 3, rue du Général Lanrezac, 75017, Paris, France https://www.harpebudin.com/ The property I'm referring to in Seattle is: Dusty Strings Company 3450 16th Ave W. Seattle WA 98119	Nicolas BUDIN
04/21/2022	It is my hope that consideration will be given to routing the proposed light rail to avoid disruption of a Seattle treasure - the Dusty Strings company, a locally-owned, small musical instrument maker. In an era when big corporations are defeating small, local businesses, such consideration presents an opportunity to carefully examine the destructive effects of installing light rail at the expense of unique and valuable contributors to the local economy and cultural life. Dusty Strings has a national presence in the harp and dulcimer world from coast to coast. It is the kind of business that lends itself to the artistic vibe of Seattle, and it would be a shame were it to be forced to bear the cost and disruption of relocation. Please go back to the drawing board and explore alternative routing to prevent what could be a tragic outcome for this fine company. Thank you.	mark higgins

04/21/2022	Please consider 1BB-1b as u determine the Sound Transit Light Rail. Save Dusty Springs,a family owned & operated hand made Harp & Dulcimer Company (1979) who employs 60 to 70 employees at3450 16th Ave. It's disruption would significantly impact its production. BC of DS I know & love Seattle. Thank u for this consideration. Sincerely, Georgia Zimmerman St. Louis, Mo.	Georgia Zimmerman
04/21/2022	Please do not destroy our neighborhood in West Seattle. Please build underground.	Sandra DuBuque
04/21/2022	Do not destroy Chinatown-International District by putting more stations here. SODO Industrial District is a wasteland. Underground stations could only improve it. Go back to the drawing board and leave the C-ID alone!	Janet Brown
04/21/2022	The Yancy route is similar in cost and less disruption for the golf course. You don't need to disrupt the financial revenue of the City golf receipts and the favorite city golf course. Over 60,000 golfers play this course. Please think about the alternative!!! Thank you John Okorowski	John Okorowski
04/21/2022	Dear Directors, Please do not disrupt the Dusty Strings building at 3450 16th Ave W, Seattle, WA 98119. It is a unique family owned business that cannot be easily moved. The light rail can avoid it and preserve a precious art making establishment. Thank you. Sincerely, R. Bennett	R Bennett
04/21/2022	I am a long time resident of Pigeon Point with 2 kids who attend Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy (ABA) is an exceptional child care facility. I feel incredibly lucky to have my kids there, receiving better quality care and education at a lower price than any of the other families I know in Seattle. We have actually cancelled a planned move to a different area in Seattle because we feel so strongly about our kids remaining in ABA until they start kindergarten. ABA is a true gem. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As a long time Pigeon Point West Seattle resident, I can assure you that the northern Delridge station plans (DEL-5 and DEL-6) are inconvenient and less likely to be used, even by those of us living in Pigeon Point, the closest neighborhood . I live a block East of Delridge and would continue to take the bus rather than walk all the way over there. I walk my kids to school at ABA on occasion on warm summer days and am quite familiar with the amount of time it takes to get there vs just taking a bus on Delridge. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Alyca Amerson

04/21/2022	Hi! I'm grateful that a light rail is being considered and for your efforts in making that happen. As a nationally-ranked dulcimer player, I am concerned that the proposal goes straight through the Dusty Strings factory in Interbay. Dulcimer and folk music is an endangered yet important part of our American heritage and depends on builders such as Dusty Strings to keep this tradition alive. As the grandchild of individuals who faced domicide and displacement from the creation of ill-placed TVA lakes, I understand firsthand the long-lasting effects of these types of decisions. I would hate to see such an integral part of the National dulcimer community disrupted because of this proposal and would urge decision makers to consider alternatives that would spare this integral piece of an important part of our National heritage.	Michele Gourley
04/21/2022	I vote for DEL2a & 6; WSJ 3a, 3b, 5. All other options would lead to an elevated station right on Genesis, that's only going to worsen the parking situation and longer constructions in my front yard. As a homeowner, I ask you to consider our input, we're long term residents of this community & want what's best for the area.	Sina Kassaw
04/21/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6B and 1.5B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Tom McMahon	Tom McMahon

04/21/2022	I am the Education Director at Alki Beach Academy. I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. We have built a strong program that has already affected so many families in a positive way for their children. Other families deserve to experience this same program for their children. We will be serving over 1000 children by the time the light rail goes through West Seattle and relocating us would be next to impossible. Please do not force us to have to do this. Thank you for your time. Colleen Hitchcock Education Director Alki Beach Academy	Colleen Hitchcock
04/21/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Daniel Kelley-Petersen

04/21/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. The childcare shortage in this country, and specifically King County is already a huge detriment to this city, and does not need to be enhanced by this initiative. 31.7% of children in this country under the age of 5 cannot access a child care slot. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated. The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. Thank you for your consideration. Our community would be absolutely gutted if this were to take place as proposed.	Lauren Starkey
04/21/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. First: Thank you for building this section of light rail! I very much appreciate the need for this project. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. All of the harps I own and play in healthcare as a Certified Music Practitioner are manufactured by Dusty Strings. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration. Hoping you can work with the IBB-1b ALTERNATIVE. Cheryl Zabel, Certified Music Practitioner	Cheryl Zabel, CMP

04/21/2022	As a parent of multiple children that attend Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Carmen Knox
04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Jaclyn Martin

	Jaclyn Martin jackiejeanm@gmail.com 1201 E John St, Apt 1 Seattle, Washington 98102	

04/21/2022	Ballard Station: Prefer option IBB-2A, primarily because it is a tunnel option under the ship canal and the station entrances are located on both the north & south sides of busy Market Street (for safer pedestrian access). Unfortunately, having the proposed station options located so far east of the historic center of the urban village is a disappointment; however, if Sound Transit can incorporate planning and design of these options for connectivity to a future east-west line that includes a station at 24th Avenue NW can offset this. Interbay Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, IBB-2a would be the preferred station design for Interbay, because it interfaces with the tunneling options to Ballard under the ship canal. Smith Cove Station: I believe the possibility of consolidating the Interbay & Smith Cove stations to save costs would be a prudent step and would improve the efficiency of the line and service, in coordination with significant transit & pedestrian access improvements (on par with those at UW/Husky Stadium station). Otherwise, SIB-2 would be the preferred station design for Smith Cove, with significant enhancements to the design for pedestrian access to the west side of Elliot Ave W. Seattle Center Station: DT-1 is my preferred option, as it locates the station entrances to to serve both the Uptown/Lower Queen Anne area and Seattle Center. However, the station entrances should not impact the footprints of the vital arts organizations along the northern perimeter of the Seattle Center. I also like the cost-savings proposal to shift the Republican station further west to minimize impacts to Seattle Center, better-serve LQA/Uptown, and as long as one of the new station entrances directly faces 1st Ave N/the arena and making it easier for tourists to find the Seattle Center. South Lake Union Station: I believe the possibility of consolidating the SLU and Denny stations to save costs would be a prudent step and would improve the efficiency of the line and service to the core of the SLU neighborhood. Otherwise, DT-2 would my preferred option, but with improved pedestrian access to the area east of Aurora Ave N and Dexter Ave N. Denny Station: Either options being studied can work, however, station entrances on BOTH the north and south sides of Denny Way are vital to significantly improve safety for riders to reach the station as pedestrians in the area. Westlake Station: Either options being studied can work, however, transfers between to the two light rail lines must be as quick & direct as possible. Also, redundant elevator, escalator and stair options must exist to the station mezzanine and platform. Midtown Station: DT-1 is my preferred option because it's the closest to First Hill and the Madison St Rapid Ride; however, the pedestrian access from the surface needs to be improved greatly and/or numerous redundant elevator, escalator and stair options must exist between the surface entrances and platform. Chinatown-International District Station: CID-1a is my preferred option, but but it needs to be as shallow as the existing station to improve the transfer experience. Please study a shallow cut and cover option under 4th Ave. SODO Station: SoDo-2 is my preferred option, but with a shift further north to preserve the busway (transit redundancy is good) and keep the station entrance at Stacy Street from another option. West Seattle section Duwamish Waterway Bridge option: Please select the option that runs on the NORTHERN side of the West Seattle Bridge, to minimize the impact to resident of Puget Ridge, the impact to parks & environment and significantly reduce the potential for future damage by landslides in the event of an earthquake. Also, the impact to business by routing on the north side can be mitigated much easier than the aforementioned impacts. Delridge Station: I am open to any of the station locations proposed for the Delridge area, however, the pedestrian and transfer experience will need to be on-par with what was designed for the UW/Husky Stadium station in order to ensure an equitable transfer experience for the under-served communities to the south of this area. Andover Station: I have a strong preference to have this station eliminated/postponed from the West Seattle line in order to save costs and serve the Alaska Junction area by a tunneled option. At the very least, perhaps only the "footprint" or "box" of the station & its entrances can be installed/constructed at this time and fully-completed in the future. Otherwise, WSJ-3a would be my selection for the station, as it is a tunnel option and straddles/provides entrances for both the north and south sides of Fauntleroy Way SW for	Isak Lopez

	much safer pedestrian access. Alaska Junction Station: Any of the tunneled station options would be preferred for this location, as long as station entrances were available on both the north and south sides of Alaska Street. If the Andover Station is eliminated or postponed, the 41st Avenue locations would provide slightly better access for pedestrians to the east who would've used the Andover site. Also, please plan for future extensions of light rail to the south.	
04/21/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Scott Haag	Scott Haag

04/21/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Joseph Mangan
04/21/2022	Hello, I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Avalon route and I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Avalon routes, 1.5 B 2) The golf course is a huge recreation opportunity for a huge neighborhood in Seattle already impacted by a transportation disaster 3) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Thank you, Eliza Webb - golfer, wife of golfer, mom of aspiring golfer, community member, public transportation enthusiast.	Eliza Webb

04/21/2022	March 28, 2022 Aidan Kavanagh, Alyssa Drake, Jeri Wilcox, and Kate Richter The University of Arizona Environment and Natural Resources 2 1064 East Lowell Street Tucson, AZ 85721 Mark Assam U.S. Department of Transportation Federal Transit Administration, Region X 915 2nd Avenue, Suite 3142 Seattle, WA 98174 RE: 20220008, West Seattle and Ballard Link Extensions Draft EIS To Whom It May Concern, Thank you for the opportunity to comment on the draft EIS of the West Seattle and Ballard Link Extensions project. We are a group of students at the University of Arizona with experience regarding natural resource policy and law. Our group has evaluated the Draft EIS for the West Seattle and Ballard Link Extension policy, and would like to take the opportunity to comment on it. Firstly, we wanted to commend you on the clear amount of effort that was put into creating this Draft EIS and engaging with the community. However, we still wanted to alert you to some potential areas for improvement. More specifically, we have concerns about this project regarding inadequate response to community concerns to noise impacts for arts groups and the impacts on Tribal treaty-protected fishing areas. Our first major concern is centered on project construction and operation within Tribal treaty-protected fishing areas. The Environmental Justice section of the Draft EIS acknowledges that the Suquamish and Muckleshoot tribes have treaty-protected fishing rights in the Duwamish Waterway, within which there is planned project construction, and that alternatives could have long-term impacts on Tribal treaty-protected fishing. Option DUW-1b of the Duwamish segment, in particular, could impact fishing more than the other alternatives listed. The only mitigation strategies identified within the Draft EIS in response to this issue is that Sound Transit and the FTA would coordinate with affected Tribes to mitigate for economic impacts from fishing disruption. While construction effects would be temporary, there would be permanent effects from guideway columns in the water for elevated alternatives. Chapter 4 of the Draft EIS also acknowledges that some bridge types may interfere with Tribal treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Muckleshoot and Suquamish Tribes. There 2 is also potential for cumulative impacts on the aquatic habitat in the Duwamish Waterway, for which no additional mitigation was deemed to be necessary. Fishing is important to the livelihoods of members of the Muckleshoot and Suquamish tribes, and their ability to do so in Puget Sound is protected by the law. It is essential that impacts to this crucial aspect of these tribes' way of life are thoroughly explored and communicated to these tribes. Further, it is of the utmost importance that the fishing rights of these tribes be respected and every effort is made to mitigate impacts of the West Seattle and Ballard Link Extension. We suggest that further analysis of the impacts of this project on Tribal fishing be provided in the Final EIS, and that preference be given to alternatives that have the least impact on Tribal treaty-protected fishing areas. The second point we wanted to raise is a lack of acknowledgement and genuine effort to remediate concerns which have been brought up by local artists. A coalition of art groups which reside under the Seattle Center Foundation, have written to the Seattle Mayor, Bruce Harrell, to inform him of the difficulties that this project will pose as it is projected to be under construction for 5-10 years, which will have detrimental impacts on the surrounding arts district and community. Specifically, the position of the Uptown station is drafted in a way that will cause major disturbances for this group in terms of noise pollution, vibrations, construction eyesores, and inconveniences. These impacts are likely to threaten the existence of these cultural and arts centers themselves and could have major detrimental impacts on the community as a result. The currently drafted construction methodology does not sufficiently address these issues and the alternatives provided do not properly delve into the options that could be done to avoid these negative impacts on the community. In conclusion, the Draft EIS should not be accepted in its current form due to these unaddressed concerns. We suggest that a new alternative be explored where the noise and vibration pollution be lowered, or at least the time period where these impacts will take place be minimized. We also propose that alternatives featuring guideway columns in the water of treaty-protected fishing areas not be selected as the preferred alternative, due to their permanent impact on Tribal treaty-protected fishing areas. Thank you for taking the time to consider our comments. Sincerely, Aidan Kavanagh Alyssa Drake Jeri Wilcox Katherine Richter	Alyssa Drake,Aidan Kavanagh,Kate Richter,Jeri Wilcox

04/21/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Randall Berg
04/21/2022	To Whom It May Concern, Thank you for listening to the voices of the Seattle community. I understand that the current lightrail expansion for Ballard/West Seattle is considering a track through Interbay that would destroy the manufacturing building of Dusty Strings, a small local business that has been making stringed instruments in Seattle for the last 43 years. I am a big proponent of lightrail, and I understand that a track anywhere will be disruptive, but I hope to convey how important Dusty Strings is to the unique culture of this city and why I hope you may choose to move the track to a different route and spare this building. Dusty Strings is a legend, one of those places of magic, and every time someone who lives in Seattle or has come to visit speaks of the shop in Fremont, their eyes light up with wonder. Dusty Strings has a distinct and long-lived place in the heart of Seattle's acoustic music scene, and provides classes, instrument repair, and community as well as incredibly fine-crafted instruments. The building in question is the manufacturing portion of Dusty Strings business, in Interbay, which is where all the behind-the-scenes magic happens. This is where harps and hammered dulcimers are birthed, where shipments get sent, and where business is handled. I am deeply concerned that if Dusty Strings were to lose this building, which they had built exactly to their needs for manufacturing years ago, it could really hurt this local business, and especially their ability to keep building instruments here in Seattle and keep enriching this music metropolis with their cultural contributions. Please consider the importance of this irreplaceable business to the many musical communities of Seattle, and consider a path that could spare this building, so they can stay put and keep making magic!	Carey French
04/09/2022	Excited for Ballard route, hoping that there are no delays since it is planned so far out.	Will Herring
04/09/2022	I prefer the route with third party funding. Public-private partnerships often allow for improved services with less cost burden on public money.	

04/21/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Anthony J. Mariano, PhD	Anthony Mariano
04/21/2022	My home will be taken down if this project proceeds at the current proposed location on Pigeon Pt. I have two high schoolers who will also be displaced. I am opposed to the proposed location for this project.	Dragana Miljkovic
04/21/2022	Hi, I live in one of the buildings affected by the alternatives that use 41st Ave SW. I was wondering if you've considered acquiring the Jefferson Square property instead of the properties on the eastern side of 41st Ave SW? Jefferson Square is an older property than the two residential buildings on the eastern side of the street and has more transit-oriented development potential (the site is very auto-oriented with a lot of parking and not really a good fit with a new light rail station). The site also does not have good pedestrian access from 41st Ave SW (the split sidewalk is very unsafe). Acquiring that property would also impact fewer residents. In addition to the reasons above, the property has not been under good management and attracts loiterers (skateboarders, homeless) in the mid-level parking and individuals who do illicit activity in the bushes alongside SW Edmunds St (e.g., drugs). Thank you for considering my comment.	Kyle Taniguchi
04/21/2022	Please make room for DustyStrings to keep going! It is a very special company and it would be a tragedy to lose it!	Lia Falls

04/21/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Adam Horton
04/21/2022	Avoid knocking down the dozens and dozens of new builds on the Avalon alternative that have just been completed or are still under construction. Keep the Delridge/Genesee path as that is already downwind of a steel foundry, not to mention Youngstown. The city hasn't even registered our property with some county services after a year of living here, I hope you are aware of the permits granted.	Jensen Vance
04/21/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. First: Thank you for building this section of light rail! I am a Seattle native and 30-year Ballard homeowner, and I worked in Interbay for much of my working life. As such, I very much appreciate the need for this project. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration.	Saunda Thomas
04/22/2022	Please protect the family-run harp and dulcimer makers Dusty Strings from the cost and disruption that a relocation of their business would cause. They are located at 3450 16th Ave west. They are a valuable resource to the local community as an employer and a great resource to the music community world-wide. Thank you.	Andra Denslow

04/22/2022	I hope that you will be able to reroute the transit line so that you can avoid the Dusty Strings factory. Harp making is a very specialized field and there are only a few lever harp makers in the entire country. Although transit is certainly important, so are the musical arts and it would be a shame if this fine instrument maker would have to relocate or shut down entirely. Thank you for your consideration. Sincerely, Dr. Joyce Schemanske	Joyce Schemanske
04/22/2022	Any of the light-rail options being considered along 14th Avenue in Ballard would be devastating to the work of Ballard Food Bank, not allowing them to provide desperately needed food and services to the community. I do NOT support any options (below or above ground) along 14th Ave. Instead please move forward with one of the options along 15th Ave. Thank you.	Deborah Sunoo
04/22/2022	I am writing in opposition to the 5th/Harrison preferred alternative for the Downtown portion of the Ballard extension noted in the draft EIS. This alternative places the new Seattle Center station under and adjacent to the current locations of SIFF, the VERA Project, and the KEXP radio station and community gathering space it provides. Light rail tunneling and station construction would be a detriment to the continued operation of these facilities. As a listener and as one of the Superconductor financial donors to the relocation of KEXP to the Seattle Center, it is unacceptable to proceed with with the preferred alternative. The radio station has endured Covid and the reconstruction of the adjacent Climate Pledge Arena. It's time to move past disruptions to this corner of the Seattle Center. Therefore, I am advocating for the choice of the 6th/Mercer alternative for the Downtown portion of the Ballard extension.	James McDonough
04/22/2022	I am in favor of placing the light rail along 15th in Ballard rather than 14th, due to the negative impacts placement on 14th would have on our community members who rely on the services provided by the Ballard Food Bank.	Liane Smith
04/22/2022	Do not build the new light rail on 14th Ave. NW. It will interfere with the operations of the Ballard Food Bank, making it impossible for several years for the organization to serve low-income residents in Ballard. Instead, put it on 15th Ave.	Susan Helf
04/22/2022	Ballard Food Bank asked I write in support of 15th Ave alternative. I looked at data to make informed choice. I agree. 15th Ave is best choice based on least amount of impact to humans. Thank you for considering our thoughts. Joyce N. Chase	Joyce Chase
04/22/2022	Please choose the 15th tunnel or elevated option. The 15th tunnel has the least impact to homes, humans and environment. It may impact traffic in the short term but will be better long term.	Jill Kranz
04/22/2022	After looking at the draft. 15th avenue would be best.	Steven H
04/22/2022	As an active volunteer and supporter of the Ballard Food Bank on 14th Ave NW, I request that you consider other alternatives rather than 14th for the Ballard Light Rail construction. The food bank is a crucial hub for food and social services and just moved into their brand-new building. Demand for food bank services has more than doubled during COVID and remains very high. Three years' closure of the facility during construction would be extremely disruptive to a critical piece of the safety net for hundreds of needful folks.	Polly Freeman
04/22/2022	I am so excited for the light rail to come to Ballard, however, I have concerns about building on 14th. 14th has too many small local business that would benefit from the light rail being near but not on those businesses. This would negatively impact the Ballard food bank, Reuben Brews, and a number of other Ballard-loved buildings. Please consider building in 15th to avoid as much disruption to small businesses on small streets as possible. Thank you!	Jamie Lepper
04/22/2022	Not in favor of Light Rail options along 14th -- a 3-year closure/disruption would significantly negatively affect ability for residents and businesses to avoid backups on 15th	Anna Oldre

04/22/2022	I am in favor of having the light rail follow the 15th Ave route. The street is wide enough to allow continued access to the existing businesses plus do the work involved. 14th would also be able to be used as a thoroughfare. If you close 14th many new business will be hurt and they are some of the new heart blood of Ballard. Plus the food bank, which serves so much of the greater community, is a valuable neighbor would be terribly impacted. Thank you.	Diana Friend
04/22/2022	I am commenting about the Ballard light rail options. I prefer the 15th Street option as I believe that it will be less disruptive for small businesses along 14th and Leary Way, due to the anticipated 3-year construction schedule.	Kathleen Weber
04/22/2022	I strongly prefer the 14th or 15th avenue tunnel options. They would have the smallest impact on the displacement of residences and would help maintain the neighborhood character during and after construction. 15th avenue make the most sense since it is already the main transit route in the neighborhood, and the majority of riders will be going to downtown Ballard. It make sense for the train to be closer to the old Ballard downtown grid. -Boaz	Boaz Levi
04/22/2022	I love the light rail but I do not want an elevated system coming into West Seattle. I would prefer a different option.	Nancy Tyler
04/22/2022	I am a long term resident of the area just north of Ballard. I am also a long term supporter of the Ballard food bank that has recently opened their new home on 14th avenue. If the proposed light rail project that could run up 14th Avenue and cause a complete shutdown of that street for essentially 2 years would be a huge hardship on the community that utilizes and spends on the Ballard food bank. Other options are much preferred than those that would deprive a significant group of needy folks in the area from food and services provided by the Ballard Food Bank. Brad Harris	Brad Harris
04/22/2022	I am a volunteer at the Ballard food bank. They recently moved from Leary way over to 14th, and the new location is extremely fabulous for many reasons! It's bigger, better able to serve clients, more accessible, and has an amazing grocery store. The light rail on the 14th would interrupt this incredible process of providing services to residents in need. Closing a Food Bank for three years to do the light rail on 14th would be devastating. 15th Ave. is a much better option for the light rail. We support the light rail of course, but the interruption of the food bank would be devastating to the community.	Monique McFadden
04/22/2022	I am in support of tunneling no matter the route. My preference would be routing along 15th. or west, 16th. Tunneling would in my mind preserve more of what a number of us live in Seattle and the Puget Sound area appreciate, the views. As I look at the impacts to businesses, i see a greater impact to the industrial area along the Ship Canal. Some may say that the Marine Trade is withering in the area, but why? The cost of doing business for these businesses because of the encroachment of Shopping (Ballard Blocks), Bike Trail, and the growth of small customer centric businesses (brewery's and restaurants). And now a shut down of some of the adjacent areas for 3-4 years during construction will mean their death, exactly what some property developers want. There is also an impact, it may be solved by then, to the homeless and low income people who live in the area because of the lack of access to medical providers (UW, Swedish, etc.), Ballard Food Bank, and others. Once a route it determined I would expect that ST would do their BEST to mitigate the impact.	David Thornton
04/22/2022	I'm strongly in favor of options along 15th in Ballard, as any option along 14th will hurt the Ballard Food Bank's ability to provide service to the community. As the food bank supports 5,000 people each month through food and community services, this impact would be too devastating to too many.	Colleen Martinson

04/22/2022	As a Ballard resident I strong oppose the light rail being put in on 14th Ave. Along with businesses suffering for the proposed three years of construction, the Ballard food bank would also be taking a hit. The food bank is vital to our community and those in need. I understand the need for more efficient transportation in the city but Ballard is a relatively small community and it is unique in a myriad of ways. Please consider who will be displaced by the disruption of construction. Please don't allow it to be those who are largely marginalized by the city as is, those who depend on help from the food bank. Please consider how vital the food bank is to too many in our community. In addition as a resident who lives between 14th and 15th I have noise concerns. 15th is already a busy and noisy street. To have that on both sides on the block with the light rail on 14 is just unimaginable. Help keep Ballard residential. Don't split it up by adding a light rail to the middle of a residential neighborhood. Larger streets such as 8th and 15th can handle the construction and noise and different traffic much better. I understand that disruption of some kinda is bound to find its way to Ballard but I hope it doesn't find its way to 14th.	Genevieve Keckemet
04/22/2022	I am excited to see light-rail come to Ballard; however, I am standing with Ballard Food Bank, and am only in favor of options along 15th Ave NW. The options along 14th Ave NW will harm our community's access to food and services, due to construction closures that will limit public access and delivery options to the food bank. Please help our most vulnerable retain the access they need now while you plan for the future.	Leah Hagan
04/22/2022	Being a local resident of Ballard for a year now I would be in favor of the lightrail traveling down 15th Street and not 14th. 15th is already a major thoroughfare and would be more convenient for the neighborhood than a 14th St line. Most, if not all, public transit in the area already uses 15th so that would definitely be my strong preference. Thanks for listening, -Adam	Adam Taylor
04/22/2022	Placing Light Rail on 14th NW is a TERRIBLE IDEA, a TERRIBLE PLAN!!! The newly built home of the Ballard Food Bank borders 14th NW and is an essential entryway for clients, staff, volunteer supporters, and guests. We have been active financial supporters of Ballard Food Bank ever since moving into Olympic Manor in 1982. We have been making a $250 monthly pledge. We also contributed generously to their Campaign Fund to build their current new home which is finally meeting the needs of the Food Bank and its clients. DON'T DISRUPT A COMMUNITY AREA NON-PROFIT WHOSE FOCUS IS ON THE COMMON GOOD. Its current home has been envisioned and needed for years. BUILDING LIGHT RAIL ABOVE OR BELOW THE GROUND ON 14TH AND CREATING A 3-YEAR CONSTRUCTION ZONE THERE WOULD CAUSE GREAT HARM FOR BALLARD FOOD BANK AND FOR THOSE WHO ARE FOOD COMPROMISED AND IN NEED OF BFB'S SOCIAL SERVICES. Please do not cripple Ballard Food Bank's operations.	Krista Harris
04/22/2022	I am very excited about this extension! I would love to see denser housing developed around the stations, particularly in Ballard. I also prefer underground stations in general but particularly in Ballard since I think that would allow extensions to this line to also be underground and I think that would be ideal.	Zoe G
04/22/2022	I support light rail development along 15th and not along 14th because of the high impact on the Ballard food bank	Dave Ellgen
04/22/2022	Regarding the Ballard line, please keep any proposals to 15th ave. 15th ave. is our main arterial and should stay that way. Moving outside of 15th ave. will create a disruption to Ballard that will not have a cure.	Andrew Singer
04/22/2022	I am strongly opposed to any 14th Ave light rail alignment. It need to go on 15th.	pat Delaney
04/22/2022	I do NOT support any alignment along 14th Ave. It will be further from the Ballard core, with the additional crossing of 15th a burden. It will not be amenable to northern extension. My first choice would be a tunnel as it will prevent delays caused by bridge opening. It would also not tie up real estate in the neighborhood that could be otherwise used for housing, other transit and improved biking and walking. Second choice is an alignment along 15th.	David Raible

04/22/2022	Hello - I have been volunteering at Ballard Food Bank and the options proposed that would cause 14th Ave NW would cause issues for us in serving our clients well. The Food Bank is critical to many and impacting it's availability would cause additional hardship for many of those already in need. thanks Maureen	Maureen Kamali
04/22/2022	I as commenting on the various proposals for bringing light rail to West Seattle. As a resident of West Seattle for over 50 years, I have watched the community grow. There has been extended growth of housing and commercial endeavors, not all of which has been pleasant to the eye. We have become overcrowded and traffic has become a real problem, notably with roads and streets being reduced in carrying capacity to accommodate bicycles. As a result we are badly in need of the light rail system to extend to West Seattle. One thing West Seattle has is an extensive network of beautiful parks and recreational sites. The latter of which needs to be preserved to counter the rather unsightly building expansion we have endured. We need to preserve our green spaces. One of those beautiful green spaces is the West Seattle Golf course. Therefore I am opposed to any light rail alternatives that would impact that green space. It is park property and should not be affected. I understand there is a City ordinance that park property cannot be used for purposes other than what it was intended. I strongly feel that the Yancy/Avalon routes would best serve the citizens of West Seattle.	Michael Winter
04/22/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you. Sincerely, Anna Coghill	Anna Coghill

04/22/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Sincerely, Mark Lindblom WS Resident	mark lindblom
04/22/2022	I am opposed to light rail in Ballard along 14th - the impact to people using Ballard food bank would be inhumane, unconscionable and truly a result of poor planning. I urge consideration of a plan constructive rather than destructive to people. Taxpayers may think they want light rail in Ballard but I do not believe anyone would favor a plan with such a horrible impact on people who depend on the food bank for life. Shame on you for not presenting the human impact of the 14th avenue plan. It's really a disgrace and indefensible.	Julie Hiebert
04/22/2022	The options presented by Sound Transit along 14th will harm the ability of the Ballard Food Bank to provide food and services to our community. Two of the alternatives on 14th, both the "Preferred Elevated 14th Avenue Alternative" and the "Elevated 14th Avenue Alignment Option" will require a full closure of 14th Avenue Northwest for up to 3 years during construction. In addition, the "Preferred Tunnel 14th Avenue Alternative" closes 14th Avenue NW between 52nd and 58th for 3 years. The options on 14th Ave. will potentially close this street for up to 3 years which puts the services that the Food Bank provides at risk by reducing access to the facility and hindering the ability of trucks to deliver needed food and supplies. I am in support of the light-rail options along 15th Avenue.	Lisa Jilk

04/22/2022	I am a resident of QA, & so will be directly impacted by the decisions re: Interbay/Ballard. The tables comparing the options & impacts speak clearly & loudly, particularly impacts on nature (in-water & biodiversity). Furthermore, the elevated options make zero sense, as pretty much same costs, but much more significant & negative impacts. Based on your information, I strongly support: The Galer Street Station/Central Interbay option; and either the Tunnel 14th Ave Option (#1 choice) of the Tunnel 15th Ave Option (#2 choice). Thank you	Laura Trimingham
04/22/2022	I agree with the Ballard Food Bank that the Ballard light rail option along 14th Ave NW is a bad option. Please place the light rail on 15th Ave NW.	Marilee Fuller
04/22/2022	I would like to write to support the Preferred Tunnel 15th Avenue Station Option (IBB-2b)* light rail extension between Ballard and Interbay. I reviewed the EIS draft, and given the tradeoffs listed, this option seems like the least disruptive. Additionally, it would allow the Ballard Food Bank to be less disrupted by the construction. As someone who lives in Ballard, I am very excited about the light rail project, and look forward to having this resource in my neighborhood!	Melissa Hendershott
04/22/2022	As a resident of the Ballard/Phinney Ridge area and user of 14th and 15th Avenues NW and their businesses, I prefer the IBB-1 alternative for the Ballard Segment. I don't think you should plan on tunnels that need 3rd party funding, besides it is more pleasant to ride light rail that is not underground. Furthermore, IBB-3 has the greatest's negative effect on water, shoreline, and historic properties. IBB-1 is the best choice in my opinion.	Jacqueline Miller
04/22/2022	Thank you for the opportunity to comment on the Ballard Extension. I am a 25 year Ballard resident and supporter/volunteer of the Ballard Food Bank. I am very concerned that the alternative routes being considered along 14th Ave NW will harm our community's access to food and services via the Food Bank. The light rail will best serve the Ballard community by sticking with the proposed route on 15th Ave. Thank you.	Mary Beth Lambert
04/22/2022	As a volunteer at the Ballard Food Bank, I see first hand the enormous negative impact situating the Light Rail on 14th Ave NW would have on the acesibility to vital, life-changing services provided by the Food Bank. The food bank is an essential part of the lives of thousands and thousands of individuals with little to no resources. The years of construction will be a gigantic obstacle to reaching these essential services. At the same time, it will greatly obstruct the Bank's transportation grid meaning food and other goods will not reach clients at all or not in the necessary time. Long term, these options will make it so much more difficult for the thousands and thousands and thousands of people with food insecurity, housing insecurity, health insecurity from easily accessing the services they so desperately need. Thank you	Emily Bader
04/22/2022	Simply put… Light rail in Ballard, ABSOLUTELY! Light rail on 15th Ave in Ballard, ABSOLUTELY! Light rail on 14th Ave in Ballard, ABSOLUTELY NOT!!!! Put mass transit along commercial routes where people are used to accessing it and where the infrastructure supports it. Do not put mass transit along residential and small business streets where quality of life and ability to operate successfully will be seriously impacted and forever disrupted.	Cindi Forslund

04/22/2022	am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Sincerely, Dolores Coghill WS Resident	Dolores Coghill
04/22/2022	I strongly oppose all of the 14th Ave NW options for the light rail expansion into Ballard. All of these options put at risk the services provided by the Ballard Food Bank. They would reduce client access to the BFB facility and hinder the ability of trucks to deliver needed food and supplies. Instead, I support the 15th Ave NW option, which makes the most sense because of 15ths already established role as a traffic corridor.	Melissa Riesland
04/22/2022	I support any option that reduces the volume of car traffic down 15th. The urbanist had an option to add a new vehicle bridge with the light rail bridge and make Ballard bridge a public amenity / new park. Construction should make the appropriate considerations for the ballard food bank to ensure it can remain in operation during construction. I want this.	Andrew Rhodes
04/22/2022	I favor the 15th Ave alternative for the light rail route in Ballard. The 14th Ave alternative would be too disruptive for too long.	Roger Willsie
04/22/2022	Closing 14th Ave NW would be devastating to everyone who uses the Ballard Food Bank for food and other services! Please think of those in our community that depend on the food bank. Making it nearly impossible for food deliveries or clients to gain access for that long is unacceptable. Build on 15th Ave NW NOT either option on 14th.	Heidi Osborn

04/22/2022	With regards to the Ballard light rail extension the 20th Ave NW extension, via tunnel, is clearly highly valuable to serve the Ballard urban core. This region of the city is heavily populated but poorly served by current transit options. 15th Ave NW already has substantial North/South bus prioritization and good service. The 20th Ave NW tunnel also helps avoid the major challenges of procuring space around the heavily built up 15th Ave NW corridor.	JOSHUA VERBURG-SACHS
04/22/2022	I have been a volunteer at Ballard Food Bank for the last year and know firsthand the huge impact and support this organization provides to the community, Ballard and beyond. Choosing one of the options for the Ballard light rail extension along 14th Ave. would have detrimental implications for our most vulnerable citizens and would put significant burden on a critical organization for Seattleite community health. Given that one of the major aims of increasing public transportation city-wide is to provide benefit to the community at large, and in particular lower-income residents, this move to build along 14th would be contradictory to Sound Transit's mission. Sincerely, Madeline Sheldon	Madeline Sheldon
04/22/2022	Please consider routes along 15th only. Routes on 14th would hamper The Ballard Food Bank's ability to serve the community throughout the extensive period of construction.	Margaret Lewis
04/22/2022	Hi there, I'm extremely concerned about the negative impact that the 14th Street options would have on the Ballard Food Bank. In addition to preventing delivery trucks from dropping off much needed food and resources, the closure would also create unneeded barriers for people to access the Food Bank. Ballard Food Bank operated solely as a drive-thru food bank for much of the COVID pandemic, making car access very important to their participants. Please explore options on 15th Street to avoid unnecessary disruptions to such a vital community hub. Best, Kirby Lochner	Kirby Lochner
04/22/2022	Please consider making the North Alternative for the Duwamish segment the preferred alternative. As it has no impact on residential or park spaces, this should be a prioritized plan which will protect homes, blue herons, and green spaces	Sarah Boye
04/22/2022	Ballard Food Bank recently opened their new facility on 14th Ave and they provide critical services to many people. Constructing the light rail route on 14th would make accessing this critical support more difficult for the most vulnerable population in the city. Please consider routing the light rail on 15th.	Maura McCulloch

04/22/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. First: I am not a resident of Seattle. I am a harp player living near Washington DC. The route that displaces Dusty stings will cause issues with the National body of folk harp players. Many are vocal and the disruption to the manufacture of Dusty Strings Harps and other instruments could well put them out of business. It's a bad idea and will tarnish the image of Seattle nation wide. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration.	Jaque Davison
04/22/2022	Dear Board Members: Please do not destroy Dusty Strings! People all over the world travel to Seattle to buy their instruments. Especially harps! They are famous in music circles! They are also a small family business who may find it difficult to remain in Seattle if their building is destroyed. Preserve and protect Dusty Strings!! The light rail is a great project. Run it somewhere other than through Dusty Strings! Thank you, Valerie Wedel, Harper	Valerie Wedel
04/22/2022	I agree with the Ballard Food Bank's opinion that it makes more sense to have the light rail move through Ballard on 15th Ave NW. Closer to center of Ballard Pedestrians necessarily won't have to cross 15th. Easier to stop off at the local stores for shopping. Many buses already skip Ballard stops because they are already full. Ballard High School would greatly benefit, not only for normal school hours, but extended opportunities for after-school activities and sports. I thought that years ago, one of the times we voted to approve a tax for rapid transit, it was supposed to be on 15th Ave NW. Some agency or another forced many small businesses to sell their property. Then (once again) when that plan was canceled the properties were sold and the original owners had to pay MV to repurchase them. Instead the real estate developers stepped in to build multi-unit housing, in anticipation of the light rail being built, so they would not need to provide parking.	Margaret Matthews
04/22/2022	Please consider building the light rail along 15th Ave. Having the light rail on 14th (whether it's elevated or not) will most likely have ramifications for Ballard Food Banks clients and operations during the construction. It is a great institution that help a lot of people in need.	Jeanette Dannaher

04/22/2022	The 14th Ave options in Ballard cause more housing displacement, more employee dispacemtne, more historical building displacement and water issues than the comparable 15th ave options. I am against the 114th Ave options. Thank you.	jonathan BRITELL
04/22/2022	Greetings Sound Transit Board of Directors, I very much support the lBB-1b ALTERNTIVE for transit upgrades in the area. Reasons for the case of Dusty Strings Harp Manufacturing to be permitted to remain in it's current location, are as follows: The culture of what this instrument company has built, is unique, of great cultural value and importance locally, and internationally even. The particular place they are in is a part of their history, it is a living community, place-based vibrant culture. They have grown up in the close proximity of Folk Life Festival, near where Ray and Sue, the founders first built and sold their handmade instruments. Dusty Strings serves both to a local, state, national and a world wide community. For me, it is a big part of what makes Seattle. Their current physical location of what they have built and invested in over the decades, is a paramount factor in their success story. Harp luthiers are far and few between, yet Dusty Strings has made it work by cultivating and training these skilled people, and because of that their harps are in demand world wide. I truly believe their success is part of their strong local community base, they give fantastic customer service and support, and I really believe it is because they love their neighborhood and they love what they do! I would LOVE to work for Dusty Strings and I even considered moving to Seattle to ask them for work in the sales department to be part of their culture and team. Instead I remain in Portland, Oregon as the Harp Consultant for Artichoke Music, where we are the official suppliers of Dusty Strings harps in Oregon. I feel if they had to relocate and re-tool and workshop and separate from the close distance to their retail store, it would change the culture, they could lose very specialized staff, it could decrease efficiency, increase costs and really hinder and a community that reaches far beyond monetary cost. Music related businesses have been hit really hard by the pandemic, yet this business has persevered and kept going. I believe a mandated location change for Dusty Strings Manufacturing would be quite unfavorable at this time, or anytime in the future. Also, there are other wonderful small businesses in the area who provide valued services and jobs in the area, and I hope they re able to continue operating their businesses. Many thanks, Tracey Rose Brown, Harp Consultant, Artichoke Community Music, music educator and previous harpist for Royal Caribbean Cruise Lines Portland, Oregon	Tracey Rose Brown
04/22/2022	To the Sound Transit Board of Directors: I would like to preface my remarks with a firm commitment to light rail as a much needed transportation alternative. My concerns lie specifically with the Interbay/Ballard segment and the alternatives under consideration. In that respect, I want to express my support for IBB-1b. I understand that each of the alternatives will have major impacts along their respective routes, but I want to draw attention to Dusty Strings, a musical instrument manufacturing business at 3450 16th Avenue W. Among the options presented, only IBB-1b will avoid the disruption of this business which is renowned internationally for its production of harps and hammered dulcimers. The business is housed in a building designed and constructed specifically for this purpose by the owners, and provides employment to a large number of highly trained craftspeople. Given the cost of property currently in Seattle it isn't reasonable to assume that Dusty Strings could simply relocate elsewhere within the city, which means the loss of a significant number of their employees who would find it difficult to relocate to a new locale. I would add that Dusty Strings is more than a manufacturing facility--it is an institution that has played a significant role in Seattle's musical culture for more than 40 years, and as such I believe it deserves your consideration as part of the decision process. In truth, its loss would have an impact far beyond the local or regional--their instruments are appreciated worldwide both for the quality of design and construction, and the commitment of all who work there to ensure customer satisfaction. Thank you.	Richard Jones-Bamman

04/22/2022	I would like to have underground trains in West Seattle. Raised trains would ruin the character of West Seattle.	Barbara Wright
04/22/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Terry Donaghe
04/22/2022	As an employee in the Chinatown International District, I do not like the 5th Avenue Shallow and 5th Avenue Deep options. Businesses in the Chinatown International District suffered from the I5 overpass construction and trolley construction over many years. The District is now not fully recovered from the effects of the COVID-19 pandemic with many businesses still boarded up. Any further destruction of businesses in this neighborhood will further degrade the livability, historic character, and economic viability of the neighborhood. Julie Salathe	Julie Salathe
04/09/2022	We need these routes. Rail should have been started back when orginally proposed with I-5 construction.	Brad Buven

04/22/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings–would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that give to those in need, I strongly urge the committee to reject both the DEL-5 and DEL-6 alternative proposals.	Kathleen Mcgrath
04/09/2022	Both are nice options [SODO], excited for more public transit reach for more residents! The blue route appears to broaden the coverage area compared to current routes of buses etc. Also please consider more transit services for the Central District. Thanks!	

04/22/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Executive Summary: If those proposals are implemented, one of Seattle's most effective organizations helping people with serious mental illness stay safe, healthy and housed will have its support services seriously disrupted. The organization is Transitional Resources. Offering housing, health care and professional support to hundreds of individuals, using several properties (many of them shared homes clustered around the main building from which staff work), Transitional Resources is able to deliver services to these vulnerable people that make the different between their falling into deep trouble, and having a stable and often productive life. The proposed routes DEL-5 and DEL-6 will affect three TR properties and put physical barriers between buildings in this community, disrupting services. It would be a devastating blow. This would affect not only the clients of TR, but also the greater Seattle community where services like those TR provides are sorely needed. Please Read On Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Lynn Adams

04/22/2022	As long-time donors to Transitional Resources, we are writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, we strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Doug and Jan Albright

04/22/2022	Thank you for recording my comments on Sound Transit's Draft Environmental Statement. My request is that Sound Transit's Ballard-West Seattle extension will choose alignments that prioritize both quick transfers and less construction and subsequent-development impacts on BIPOC and less-affluent communities. Station locations should prioritize ease of transfer to other Link lines and other multimodal options. Deep stations, served by broken escalators, and located many blocks from desired destinations will together depress ridership and provide rhetorical fodder for opposition to future investment in public transit. Prioritizing BIPOC communities will be one small step in halting the pattern of our public institutions accommodating the financial convenience of the wealthy at the expense of the lived experience of BIPOC and poor communities. The proposed stations at Midtown, Westlake, Denny and Seattle Center are too deep and will suppress Link's values for short trips within the city center. Sound Transit's track record of serving deep stations with escalators and elevators also does not warrant optimism that such stations will be operationally successful. In Seattle Center, I support the Republican Street Station. Sound Transit should also do whatever is required to mitigate construction impacts to nearby arts and cultural organizations (short of not building a station at all). In South Lake Union, I support Seattle Subway's proposal to further study a Westlake option that is actually within South Lake Union, and a Westlake Ave station at Denny that would align with such a station. In Chinatown, I support additional study of a shallower station on 4th Avenue. This area will be critical for transfers, and Sound Transit should allocate whatever resources are required to build an effective station and protect-in-place the ID businesses and residents who are already there. If Seattle is willing to give money to support renovation of sports stadiums owned by billionaires, we should be willing to spend money to float ID businesses through construction closures, and then advertise the hell out of them once construction is over.	Nicholas Mirra
04/22/2022	Why Renton of course!	Jennifer Canas
04/22/2022	For Ballard I prefer a route along 15th avenue. All options along 14th Ave NW will harm our community's access to food and services especially for those most vulnerable. It will block access to the Ballard Food Bank for three years.	Julien Goulet
04/22/2022	I am commenting on the DEL5&6 of your proposals for transportation on Avalon St in West Seattle. DEL5&6 proposals would be devastating for Transitional Resources the the several hundreds of individuals now living and receiving services at Transitional Resources on Avalon St. and the neighboring areas. Transitional Resources is very special ad offered housing and services for members of our city who would have NO WHERE ELSE to live if DEL 5&6 are passed. Transitional Resources provides housing and oversight to a special population poorly served in other geographic areas of the city and county. Transitional Resources provides services NOT AVAILABLE anywhere else. PLEASE as a mother and a grandmother of loved ones who live and thrive with the services Transitional Resources offers. My husband and I will be devastated if these services and housing are lost! Please do nothing that will diminish or eliminate these services. Vote NO! on DEL 5&6.	Cathy Rouyer
04/22/2022	For the Ballard stop, I support light rail options along 15th Ave. I am strongly against options on 14th Ave, as this would disrupt the new Ballard Food Bank, built within the last few years. I'm a former resident of Ballard and Interbay/North Queen Anne, and I currently ride Link light rail in Seattle.	Alicia Brown

04/22/2022	I think that it is important to not disrupt the families and businesses in the Delridge and Alaska Junction areas of West Seattle. Overhead light rail lines would completely change the look and feel of these neighborhoods. Many businesses would be eliminated in the Alaska Junction because of an overhead light rail line, including a West Seattle destination, the West Seattle Bowl, which has been around for almost 70 years. Why can't West Seattle be treated the same as other neighborhoods, like Capital Hill and the U District, and have a tunnel for the light rail. We are just as important, and more diverse than those areas.	Jenny Murray
04/22/2022	Please move forward with the plan that eliminates the Avalon station and has the medium tunnel option. This has the best service and is the least disruptive to existing housing, but still provides great ridership.	C Patterson
04/22/2022	I strongly want light rail into the Alaska junction to be underground. Elevated tracks are so ugly. We only have one chance to get this right. Thank You. Jeff Johnson.	Jeff Johnson
04/22/2022	The name "Ballard Link Extension" implies a promise to serve the commercial and residential neighborhood commonly known as Ballard. None of the current proposed alternatives do that especially well. East of 15th Avenue NW, there are some current low-density industrial uses, likely to be displaced with rising land values, and there is some current redevelopment activity, razing single-family homes and building new apartment buildings. To the extent that there is an urbanized neighborhood known as Ballard, that neighborhood is west of 15th Avenue NW. The alternative considering a tunnel route with a station near 20th Avenue NW should be resurrected.	Thomas Auer
04/22/2022	I was very disturbed that the supposed study of the gondola option relied on out-of-date data and examples, used a consultant tied to Sound Transit's existing approaches with no expertise in the area, and didn't base its numbers for timelines or cost on current real-world examples. And who seemed to treat a gondola system as a competitor rather than complement to the existing light rails system. I've lived in the Admiral area for 34 years. The opening of the West Seattle light rail continues to be delayed and delayed. The gondola offers an opportunity to jump start connection to the light rail in a near-term time frame that will have an immediate impact on transportation access and carbon reduction, while leaving other options open. The supposed study did not seriously study it--you need to have a consultant with expertise study it seriously, drawing on the lessons from major cities around the world (and more nascently in the US) that are successfully using these technologies.	paul loeb

04/22/2022	Hello there, I'm a home owner at 42nd & Edmunds in West Seattle, and have been actively keeping up with the West Seattle Junction Light Rail project since 2018. I have attended multiple CAG meetings and been involved with individual sessions with Sound Transit as it pertains to my particular property and its involvement with the West Seattle Extension. After reviewing the Draft EIS, as well as receiving correspondence that my residence may be acquired as part of the West Seattle extension, I'd like to offer my input in aims of informing the Board's decision on a final preferred alternative to the project. As a homeowner in West Seattle for the past 7 years, my strong conviction is that an elevated alternative such as WSJ-1 or WSJ-2 would negatively impact our neighborhood in a dramatic and profound fashion. The elevated alternatives are incredibly disruptive to a main thoroughfare, Fauntleroy, and both would prove to displace hundreds of more households should ST3 continue further south to White Center or Burien. In addition, the elevated alternatives WSJ-1 and WSJ-2 create a considerable physical divide in our community, especially for the residential community along 42nd. In particular, razing multiple supermarkets and local businesses will detract from the accessibility and historical character of the West Seattle Junction. A tunnel option would retain the current character of the neighborhood while enabling travel and accessibility. Furthermore, both WSJ-1 and WSJ-2 are comparatively more expensive than other alternatives, and much more impactful in displacing residential and commercial properties. Other alternatives, especially tunnels are by far more desirable than elevated alternatives. WSJ-5 in particular looks intriguing, and appears to allow for the most configurability with upstream stations while being the most affordable and least impactful. Additionally, in multiple CAGs, it has been mentioned that an Avalon station has lower projected ridership numbers than other stations, so low that it might not necessitate a station at all. I encourage the board to forgo an Avalon station and recoup the funds to realize a tunnel alternative. Please do not consider WSJ-1 or WSJ-2. A tunnel option is vastly preferred, and especially WSJ-5, as it is clearly the most performant and affordable.	Kelly Dunn

04/23/2022	It is critical in making plans for this LINK expansion that we consider the future of the network and design this expansion accordingly. Not only will we be stuck with the choices we make now for at least a few generations, but continued expansion will indeed be necessary as the region grows in population and public transit becomes an ever-more important tool in fighting worsening climate change. The pennies we save now just to get something quickly and merely acceptable could cost us big in the long run. It's worth it to design the system that truly serves people now and in the future and to present that option, costs and all, to the people. Regarding the Ballard Station, two thing in particular are most critical: 1) Planning for extension of the line North, likely to Crown Hill, Greenwood, Northgate. 2) Possible connection to a future East-West route from Ballard to U-District (and possibly further to Kirkland, Bellevue?) I had previously been in favor of a fixed bridge West of the Ballard bridge with an elevated station at 15th (IBB-3), mostly because this seemed the best option to allow for a future extension North along the wider 15th Avenue, And because 14th was just way too far from the core of Ballard. But with the recent determination by the Coast Guard it seems that any bridge option is no longer practical. A fixed bridge would be too high and a movable bridge absolutely kills speed and reliability (and this will eventually be the 1 Line to the Airport!) I now believe that a tunnel option is the best solution. And if it's going to be a tunnel, then it might as well go to 20th Street, closer to the core of Ballard, instead of 15th (or worse, 14th!). Yes, tunnels are expensive, but so are bridges and displacement compensation. I believe the improved walk shed of a 20th street station will make a tunnel worth it and would generate the will for extra funding if needed and requested from the taxpayers. However, in designing any tunnel station, please make considerations for good connections to a future East-West line, possible in an additional tunnel running perpendicular. If such design considerations are made now, it can avoid not only costs, but bad transfer connections and super deep tunnel stations. Thank You! As for the alignment alternatives. Please put the 20th street tunnel station back on the table, with tunnel entrance by just north of a trench Interbay Station at Dravus st. I was formerly in favor of	Chris Champagne
04/23/2022	Before you expand the Light Rail, cleanup and fix the existing line. The car interiors are disgustingly filthy. The stations are dirty with piles of human feces and urine in corners and elevators. Most of the elevators and escalators are out of service. You have a class action lawsuit just waiting to happen from the disability crowd.	Joyce Chris
04/23/2022	I oppose the DEL5 and DEL6 proposed routes, I'm a healthcare provider and many of my most disadvantaged, high risk patients struggle with severe mental illness. These patients are literally being kept alive by the services provided by Transitional Resources, and the aforementioned proposed routes would devastate this amazing and integral organization. Please reconsider. Rachael Robins PA-C	Rachael Robins

04/23/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides critical services to people living with disabilities. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. They will lose their housing and the critical behavioral health services that support them in staying safe, stable, and housed. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about increased pubic transit as well as the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Monica Allen
04/23/2022	I prefer IBB 1a or 1b less environmental impact and disruption during construction.	Edward miller
04/23/2022	I am internationally performing professional musician and harpist and I have been playing a Dusty Strings manufactured harp for my entire professional career. Dusty Strings is amongst the finest Celtic harp and dulcimer manufacturers in the world; sought after by musicians both professional and amateur around the globe. A disruption to Dusty Strings manufacturing shop would be devastating to the folk music, harp and arts community, not just in Seattle but throughout the world - a community that has already been deeply impacted by COVID pandemic and is just now recovering. I urge the Seattle Sound Transit light rail system seek an alternative route for West Seattle/ Ballard Link extension to minimize any possible impact to the Dusty Strings manufacturing shop.	Aryeh Frankfurter
04/23/2022	Honestly, you need to forget about the second tunnel. This new tunnel doesn't really add much right now and is just going to be more time consuming and expensive. I think the best bet is to link the West Seattle line with the current downtown tunnel and create a separate line for Ballard that ends at Westlake station. Come back to the second tunnel later. When you do, then change it to go a little bit further from the current downtown line. That way, it serves more people and neighborhoods, than the current design. The current design is just awful with deep stations and does not add much, in terms of stations. Not to mention that it is very expensive and time consuming to build it. The project is already delayed right now and will continue to get worse as time goes on. Seattle is sick to death of the slow planning for this project and wants this built now. I believe the above is the best option for now. Come back to the second tunnel later.	Robert DeMacon
04/23/2022	I oppose the elevated version due to the the high number of families that it will displaced.	Jerry Adona
04/23/2022	I support light rail on 15th. It is already set up to cross the water. 14th is more quiet and has housing and small businesses that would be ruined by construction.	Christine Nielsen

04/23/2022	All this depends on how the light rail is to be used. If it is a way to get to SeaTac it might be of some but little use. It would be easier with luggage and maybe cheaper to take a cab or uber by the individual than to buy by taxation/tickets an expensive system that will have limited use. The bus system on 15th is great to get to downtown (if more bus patrols were provided to keep the drunks and druggies off) and I doubt if the light rail will save much or any time for the rider. Quieter busses on the interior would also be better. So maybe skip the light rail to Ballard.	Mark Quam
04/23/2022	I feel the Ballard station should be at 15th and Market so that it creates a transit hub with easy transfers from bus to light rail. By having the station at 14th it creates a significant hassle for travelers who are taking the bus down from the northern and western parts of Ballard. If the station is on 14th, it will also be even further from the major population areas of Ballard making it less popular to use. This hassle will reduce the number of folks who will use light rail from Ballard.	Aaron Kraemer
04/23/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would severely impact, Transitional Resources, a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Duncan Morrell

04/23/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down	Joyce Lingg
04/23/2022	I am and LIFE LONG Seattle resident and involved community leader commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. This would be a loss for the entire community since other options are clearly available. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Thank your consideration to our community and not ruining our best Seattle gold course in the process.	Alan Bernahl

04/23/2022	Your preferred route for the Ballard extension appears to be the most expensive and most disruptive of alternatives in terms of residences and businesses. As the owner of a business on 14th NW at NW 50th Street it will displace us and possibly put us out of business. The tunnel to 14th NW and Market will be less disruptive to the businesses and the residences and less expensive according to your impact table.	Robert Brown
04/23/2022	I wanted to voice my support of the 15th Ave proposals for the Ballard station over the 14th Ave proposals. Ballard food bank just moved to a new space on 14th and their work for our unhoused neighbors would be deeply impacted by either light rail station proposal along 14th Ave. I want light rail to our neighborhood but it cannot come at that cost.	Abbie Bowen
04/23/2022	I do not support having the light rail be on 14th ave. It does not make sense, when compared to either of the 15th Ave options. 15th is already the central conduit into and out of Ballard, 14th makes an already long walk from downtown ballard to the light rail even longer. On top of that, it will further alienate people with disabilities who require transit into and out of ballard. They cannot access 14th easily, and at 15th there are bud routes that would leave them directly at the station. 15th makes the most sense.	Tanner Kalstrom
04/23/2022	Hello! The current planned location for the 5th Ave S station in the International District will displace more than 19 small businesses in a crucial area within the neighborhood. As a member of this community I implore Sound Transit to consider alternatives on 4th Ave S that won't disrupt businesses within this neighborhood. Thank you!	Holly Chan
04/23/2022	As a supporter and regular transit rider, PLEASE do not build the light rail extension on 5th Ave S in the CID. PLEASE do not displace more businesses in a neighborhood that has had to fight so hard to survive gentrification. Build on 4th Ave instead, where no local small businesses will be displaced.	Megan Rupert
04/23/2022	Please only consider the CID extension options on 4th St. Many businesses on 5th St will be severely impacted by their locations becoming demolished unless only 4th St options move forward. Please minimize the harm to the historic C-ID area!	Irene Rexwinkle
04/23/2022	Please build the light rail in West seattle underground and not above ground. Above ground will destroy neighborhoods and contribute to noise pollution. Thank you	Tiffany Tessada
04/23/2022	Please consider an alternate route for the link extension that currently is planned for 5th Ave s which will harm 19 small businesses in the Chinatown international district. As a community member I recommend the board consider moving the route to 4th Ave s.	Amy Van
04/23/2022	The 4th Ave S alternative is preferred on the West Seattle-Ballard Link extension. This will not impact any businesses in the neighborhood. If the light rail is built on 5th Ave S, it will displace up to 19 small businesses. Small businesses have already been impacted enough by the economic disparities caused by COVID. Seattle needs to preserve AAPI businesses in the International District.	Lexi Coyle
04/23/2022	Please reroute planned transit lines from 5th to 4th street so you don't displace 19 businesses in the CID. Thanks!	Saiyare Refaei
04/23/2022	Hi there, Excited to see our transit system grow and connect our neighborhoods better. However, it should not come at the expense of small businesses. Especially those that belong and service people of color. Progress includes inclusivity and equity in its decisions. Seattle will not accept the displacement of our community that already face systematic racism in the pursuit of gentrification. Please reconsider light rail plans to support our communities, not push them out. Thank you, Allie Novoa	Allie Novoa

04/23/2022	I will be moving to the Seattle area later this year, so I have been tracking the changes that are happening in the community, including the new light rail track. Although I am a huge supporter of public transportation and the light rail, I am asking the city to reconsider the placement of the rail so that it disrupts as few businesses as possible, especially those that have been locally owned for decades. Dusty Strings is one such business whose manufacturing facilities are in the way of the proposed location for the new light rail, which would not only force them to relocate but it would place incredible financial burden on them as they rely on manufacturing and selling instruments to make a living. As a professional musician myself who has bought instruments from Dusty Strings, I cannot fully underscore the importance of having access to an incredible manufacturer who creates beautiful instruments that spread beauty and joy to those who have the privilege of hearing music played on them. Please reconsider placement of the light rail so that it does not disrupt a locally owned business of 43 years like Dusty Strings that is native to the Seattle area. Dusty Strings' reach extends beyond the Seattle area---they provide instruments for amateur AND professional musicians all over the country and world. They are family-run business and may not be able to bounce back as easily as a huge corporation would be able to. We musicians rely on them for making our own livings as well! Thank you so much for your time and consideration.	Ashley Wells
04/23/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Bradford Lovejoy
04/23/2022	For section 4.3.1.3, CID station, I prefer alternative CID 1a 4th Avenue shallow, because it will displace the fewest businesses. Many residents in the ICON building will be displaced, but it will be temporary. After all that the CID small businesses have suffered during the COVID19 pandemic, I hate to see them strained by new construction on the light rail system. Sound Transit should at least preserve as many businesses as possible.	Charlotte Thompson
04/23/2022	I'd like to see "Buckets" put in . . . like they have in Portland, OR. This would cost considerably less money, would not require tunnels or destroying homes or re-routing streets. It could be put in much faster. Why is this not listed as an option? It seems far superior Thanks Jane Donald	J Donald

04/23/2022	Hoo boy, where to even get started. I mean, considering ST's stellar elevator and escalator performance - let's not only minimize their use, but maybe eliminate as many DEEP stations and elevated stations, eh? I can't imagine being a disabled person and using the portions of the system that are literally brand new and are broken, let alone the disrepair Metro allowed to happen for the DSTT. So, yeah, if you could maybe re-think this Westlake and Midtown connection so they aren't deeper than the core of the earth, that'd be great. Let's also, for once, maybe be forward thinking instead of the dumb-dumbs we tend to be. Plan for interlining, transfers and splits at the SODO and SLU station. I mean, let's be honest, the system today and what is planned will never really work for the future of a world without cars, which is coming sooner than later. Let's maybe allow for that thought, you know? Maybe even the option to interline/split in Ballard, too. I could see future generations wanting to head to Holman, but a HELLUVA lot more wanting connections across town to north fremont/woodland park, wallingford, UW, childrens, and, heck, why not magnussen (a lidded OMF could be a great resource there and do the opposite of Hudson yards and build affordable housing above instead of the elite's playground). The fact that future-proofing this system has never been a consideration is really short-sighted and why we keep doing dumb things like debating destroying the ID again or splitting the spine because we didn't think we'd ever need to. Think ahead. I just can't even begin to start with the Coast Guard and their new guidance of bridge heights higher than 99 now and how idiotic it would be to put a drawbridge in salmon bay. Do a tunnel, and for goodness sake, do it to ACTUAL Ballard. Behind the Safeway 4 blocks away (nearly the edge of the actual walkshed for the station, mind you) is just not gonna cut it. First off, it should be no where else but 17th near the hospital, because that's good/smart policy. If you have to move it away, 20th should be the secondary option at worst, 15th and 14th are laughable, just stop. Do the tunnel or bust, this shouldn't even be a discussion. Interbay/galer...boy, that's a tough nut to crack, good on you for this, not sure I could think of a way to make either of these work well. Let's consider that interbay probably isn't going to change too much...so anything really works there, I suppose. Galer, well, you have expedia and cruiseships now, but the Armory has potential to also become a new larger development. Maybe moving that station north in the preferred alignment makes the most sense for all. Okay, serving Seattle Center and SLU should be a huge priority, I don't mind the siting at Seattle Center, I just fear another 4 years of disruption on the north side after the arena could be tough. Is there a way to cut/cover or cap over the work area? I've seen it done in Seoul and in LA right now on Wilshire where the whole station box was cut, covered and traffic/ped access was re-enabled. This has to be an option here. SLU, I'd like to see a station not under the busiest non-freeway roads in Seattle. I mean have you ever walked near Mercer/Aurora today? Imagine that with a station and coming out the wrong entrance or being unsure of your wayfinding. It messes with the walkshed and actual access to the station to do that, is there a way to have a north SLU station that is perhaps a stacked interline option like downtown Oakland? This way we could run lines north along aurora and use this existing tunnel capacity and still have transfer options. I honestly couldn't care less about disruptions to Amazonia and the surrounding businesses here - it has been an assorted pedestrian/bike nightmare for the past 20 years, I see no need to be worried about tacking on more here - don't worry about disruption, dig my friends, everyone else did. Denny station - I'd just like to see some access to the streetcar and 8-line optimization, I'm a little worried about streetcar disruption and if the city could figure out if the center city connector would ever happen I'd be more worried about disruptions to the street car, but if they don't bother, this toy is fine to have disruptions in my mind. Westlake and Midtown - boy if your performance on current maintenance of stations isn't a red flag to rethink both of these stations, I don't know what else is. If we're worried about grade from ID to midtown to Westlake, sure, but another way to solve that grading issue ... creep up first hill away from a freeway station to a hospital station - more hill to go under for sure, but also more distance to perhaps change your depths. Also, for goodness sake, let's not make these so dang deep, I mean is there not an option to go above the tunnel east of westlake, seems that longer connections via a tunnel are better options that elevators and escalators that break - a flat or sloped floor don't break. ID Station - just stop with 5th, just stop. Do 4th, to hell with cars, make a detour above for transit only, build the box away from ID and do ACTUAL connections to King Street Station, Union Station and ID station. This seems like a no brainer - but let's make this simple for you - STOP WITH 5th, connect the stations at or below grade, no more car dodging. I see no reason to change much with Stadium station, seems like a whole lot of rearrangements to optimize for a tunnel have room to make work. Sodo, whatever works here - I think the only thing to think about is eliminating as many if not ALL at-grade crossings. The mixed traffic for light rail in seattle is clearly a failed concept, don't give the dumb-dumb drivers here an option to keep driving into the path of oncoming trains. They'll never learn that trains don't swerve or stop on a dime, so just eliminate the option to hit them. Again with the future-proofing, allow for future interline for express	Stephen Savage

	through georgetown/boeing to connect to the existing rail south past the deferred boeing station - could be a nice addition to the spine and serve georgetown and long walks to south park. Is the duwamish crossing a settled item? I feel like I heard, but never went in-depth on the lifespan of the existing high car bridge and light rail timing. Will the existing bridge need replaced by the century we decide to start building light rail? Maybe there is a cost-savings option of designing and building in tandem a replacement here with side-running light rail. I'm sure it'd be easier to redesign a space shuttle and launch it considering the Seattle process, but maybe I'm wrong? West Seattle - Avalon, Delridge and Junction...I guess I don't have strong feelings about Avalon and Delridge other than who gives a flip about a golf course over existing homes in the area. Carve out what you need from that, does the station need to go there, no, but maybe consolidation saves some cash. I saw the ridership loss at Avalon was nearly non-existent, so that could be useful. I just would like to see walkshed optimization for those stations (or that one station). Dodging traffic at fauntleroy/35th/Genessee is probably why Avalon would not affect ridership and I don't blame anyone from not wanting to walk near that speedway and bad pedestrian options. Optimize completely over them/under them or away from them all together. The junction - again - futureproofing so connections could go down to white center/burien/etc. I'd really be disappointed if this wasn't a tunnel from about 35th into the junction and while we're on that discussion, why is it again we're talking about a station nowhere near the junction. Same as Ballard, go TO the junction, and if not, don't bother with anything less than one block from it, so 42nd. Just stop with the half-hearted design and service of our population. Build it where people are, to hell with the NIMBY bullspit, they'll get over construction or die before it's done. This is an investment in future generations and the current ones clearly don't care about our future, so ignore them. Build it fast, build it sooner, build it cheaper, build it right, build it where we are, and do it now.	
04/23/2022	Prefer route Del 2a for the following reasons: lower cost, high ridership, 1 intersection impacting traffic/construction impacts on SW Genesee only on nights/weekends, and most importantly fewer residential and business displacements.	JESSICA VU
04/23/2022	Hello, sending in my support for moving the light-rail to 4th! Small businesses are important to the community !	Claire Chidsey
04/23/2022	Building on 4th should be a consideration because the station on 5th will cause many historic businesses to close	Indira Dahlstrom
04/09/2022	Thanks so much to the volunteers and staff on adding stops and stations to service our neighbors in under accessible neighborhoods! Stefan S.	Stefan S
04/09/2022	Very happy to see you will extend to West Seattle! I rarely visit my friends over there because it takes so long and parking is terrible. But if I could jump on light rail to visit - I would all the time! Thank you.	
04/09/2022	I use the Link on a regular basis.It save me time and money.	
04/23/2022	Please do not displace the already struggling business in the international district. It's so important to the community to keep those places alive and well. Please choose the option for Link that have the lowest impact to the businesses and community. It may not be the cheapest, but it's the best one for the people. The community there is strong and those small businesses are wonderful. I would hate to see the International District loose valuable business space when another option is available.	Katrina Keller
04/09/2022	I don't have a preferred alternative to W. Seattle, although our household encourages and supports light rail expansion to as many neighborhoods as possible.	Matthew Falcon

04/23/2022	I'm against running the light rail along 14th Ave NW.. Closing 14th Ave NW during construction will severely impact the Ballard Food Bank's ability to provide services to the community. Ballard Food Bank's services are always valuable but the rising costs of food and housing due to inflation following the pandemic are creating an even greater need. Please consider whether the benefits of having this transportation mode run along 14th NW instead of 15th NW outweigh the harm to the community. Thank you.	Kathryn Ramos
04/23/2022	Please reconsider building the station on 5th Avenue. This is an historic Downton Seattle neighborhood that has weathered many changes from gentrification and the pandemic. Construction on 5th will affect up to 19 businesses that make up the beloved CID neighborhood who may not be able to bounce back and relocate. Please consider 4th Avenue instead as that will have much less of a negative impact on this historic neighborhood.	Carlye Nyte
04/23/2022	I am a resident of the Youngstown neighborhood in North Delridge. Our home is on 26th Ave SW - right where Dakota street runs into it from the east. My comment is in regards to "ES.3.1.1.3. Delridge Segment". Having listened to several presentations from ST and having reviewed the DEIS, I would like to put in a strong vote of favor for the Andover Street Station Alternatives (DEL-5 or DEL-6). Table ES-3 on page ES-18 says it all for me: less cost, less noise (DEL-6), less disruption to historical properties and to parks/rec. Fewer street closures, fewer miles obstructed for vehicles. And the fact that DEL-5 and DEL-6 pose far smaller impact to our residences in this small neighborhood is hugely significant. So much housing density has been created in our tiny neighborhood in the last 10 years since I've moved here. I can't believe that this vision for urban density would be so easily disregarded in the demolition for the light rail, when a viable alternative exists. I realize that a greater number of businesses would be impacted with DEL-5 and DEL-6. As a business owner in Seattle myself, my opinion is that disruption to a business is a much less stressful thing than disruption to a home and a community. I understand that there is some thinking that the Andover alternatives are too far north to make sense for commuters. But I don't see how moving the station 2 blocks south, into the heart of the neighborhood, makes a significant enough difference to warrant all the other disadvantages to DEL-1, 2, 3, and 4. With the bus lines going right down to Andover street, there is a pretty seamless transit connection. I sincerely hope it's not too late to seriously consider DEL-5 or DEL-6. Thank you.	Anne Bradfield

04/23/2022	I'm very disappointed in many of the preferred alternatives listed here. The Ballard end point is very far from what most people consider Ballard. 14th Ave NW is almost as close to Fremont as it is to Ballard. The West Seattle Junction preferred alternative which stops on Fauntleroy is at the bottom of a very large hill. Asking anyone who is mobility impaired to get off a train at Fauntleroy and climb the hill that is Alaska at that point is a bad idea. The stop should allow passengers to get to the junction without climbing a large hill. I understand that these projects are expensive, and compromises need to be made, but this is too much. These fatal compromises will make these very expensive lines much less useful. This is an opportunity for us to make our city much more accessible to people who cannot or chose not to drive a car. Stops in Interbay, Ballard, and West Seattle that will require a transfer to get to places where people live and work misses the mark. It feels like the Southcenter mistake all over again. Imagine a Link that instead of dropping you at an elevated station far from anywhere you want to go, it dropped you at Southcenter mall where many people work and shop. Let's not repeat that mistake and place a Ballard stop almost a mile out of central Ballard, and a West Seattle Junction stop at the bottom of a mountain. Let's think a little bigger and build the pedestrian-friendly Seattle we all want to live in.	Paul Brown
04/23/2022	I support the light rail options along 15th Ave. I oppose the options along 14th Ave as this is where Ballard Food Bank's new facility is located, and the multiyear closure of 14th Ave would harm the ability of Ballard Food Bank to provide food and vital services to our community.	Jean Edelhertz
04/23/2022	I have resided in West Seattle for 25 years. I am excited about the possibility of light rail coming to West Seattle. However I am very concerned about the Del-5 and Del-6 proposals. These proposals would have a devastating impact on a critical nonprofit in our community. Transitional Resources operates several residential programs for adults with severe, chronic and persistent mental illness. Their programs are located on this route.. Their services are so important! This is not a population that could easily receive services in another location. Routine, consistency and Quick access to mental health providers is critical to individuals safety and recovery. Thank you for your time and effort and I appreciate you taking another look at these two routes. Thank you so much- Dani Flanagan	Dani Flanagan
04/23/2022	Hi. I don't like the idea of the light rail going down 14th Ave. NW. I feel it is too far away from where people really want to go to in Ballard which is west of 15th street closer to 22nd NW. Also, several improvements on 14th have been made and would be greatly disrupted, lose their ability to serve and destroy the flavor of the neighborhood; Gemenskap Park, Ballard Food Bank (which would be greatly kneecapped in serving the community if the 14th option was put in), a pea patch. Putting light rail on 15th or farther west towards Old Ballard's denser living and commercial areas makes the most sense.	Ann Rodak

04/23/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Leo Vasaitis
04/23/2022	The CID neighborhood and community is a culturally rich neighborhood of Seattle and essential to be preserved. Building on 5th Ave S will displace and impact many small businesses and families. Please build the new light rail station on 4th Ave S alternatives instead because they will not impact any businesses in the neighborhood.	Joyce Lin
04/09/2022	We would love the light rail to travel from Ballard to SODO so we can go to the flea market every Saturday!	
04/23/2022	The actual light rail infrastructure alone does not take into consideration the impacts associated with how people will get to and from stations. In an increasingly dense city that is struggling to reduce carbon emissions, it is essential the stations connect to the Seattle bike network. As we have learned with current stations, it is important that plans for bike route connections be completed early and be very specific. This is especially needed considering the need to coordinate with SDOT and, sometimes. WSDOT. Specific bike impacts need to be considered. Since people who bike and use transit often need their bikes on both ends of the light rail ride, please consider how to make it easier for people to bring bikes on trains. Please study the impacts of people using bike to get to/from trains as well as on trains now. Seattle is a growing city in which people are increasingly biking for transportation. Plans for bike should be integrated into studies and plans.	Inga Manskopf
04/09/2022	I'd prefer to move foward with the pink one.	Juanjo Pedro
04/23/2022	For the CID station location, the 4th Ave S alternatives are strongly preferred! They will have a much smaller negative impact on small businesses in the neighborhood, compared to the 5th Ave proposal. Please choose one of the 4th Ave site locations!	Ada Otter
04/09/2022	In West Seattle there is no transit on W Marginal so if buses could be rerouted when light rail goes in to serve that road it would be great.	Kathleen Gantz
04/09/2022	I like to use the rail but after 12 am I often get stranded DT. I think one train an hour or so would make me use it more. As it is now I do not use it knowing that I do not have a timely way home.	

04/09/2022	I support Sound Transit. I ride weekly. Please build affordable housing near your stations. I am a community college teacher who uses ST to get to work. I pay 40% of my monthly salary on rent . Please [illegible] 50% and of your housing partnerships for the renting class. Or else I will be forced to move from Seattle, and out of reach of my beloved light rail, within the next 3 years. Median rent is $1600/month. Please help.	
04/09/2022	Ildefonso Joe Eustaquio 14424 51st Ave Soutn Tukwila. Your shaking my house. Same as always. Since opening day 2008 your metro service is intentionally trying to make me miss work timed routes. No way to track missed routes. Wasted tax levy dollars. Strange how somebody today put a black mask in my front driveway. Same as what is in the room today. Harrassment by stakeholders = STLR. I am consistently being followed = harrass [illegible] marijuana supporters who light up - upwind while I am downwind [illegible] to give me an airborne illness/contact high/I am outnumbered and harrassed daily! Slips/sinkholes 1/2 or more caused by Sound Transit light rail consistently since opening day.	Joe Eustaquio
04/23/2022	Sound Transit has tough choices to make. Dusty Strings is a unique business in Seattle that is one of the largest manufacturers of folk harps and hammered dulcimers that are well respected worldwide. They fill a particular niche in the music world. As currently proposed, the only route that would not force Dusty Strings to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare our building and five other buildings, and follow a public street instead. Dusty Strings was founded in Seattle in 1979 and has remained a family-owned and operated local business for the past 43 years. They make globally-recognized musical instruments have been handcrafted in Seattle since the beginning. As manufacturers of high-quality harps and hammered dulcimers, they are a critical member of Seattle's dwindling manufacturing community, which is important to business diversity in an increasingly tech-dominated city. They employ local skilled craftspeople, many of whom have made Dusty Strings their lifelong career. Approximately 60-70 workers would be displaced from this building alone, which houses Dusty Strings as well as four other small businesses. If they are forced to relocate, it could be very difficult to find another space within Seattle that will meet their needs as a unique manufacturer and small business. Their custom-designed building and owner-occupied model have made it possible to stay in Seattle as the costs of operating in Seattle have driven other manufacturers out of the city. Having to move outside of Seattle would certainly mean a major disruption to their instrument-building operations. It could also mean losing 20 to 30 years of instrument building expertise if their longtime employees are forced to leave their chosen careers in order to stay close to their families in Seattle. Dusty Strings has connections with instrument owners around the world, and many of them know of Seattle because that's where their harp was made. Dusty Strings instruments are an important part of the livelihood of local, independent music stores all across the country, as well as in the UK, Europe, Asia, Australia, Canada, and New Zealand. Thank you for considering how this decision will potentially impact this business that supplies highly sought after musical instruments to the world. Thank you for considering their employees and the potential loss of a unique skills that the employees possess. As currently proposed, the only route that would not force them to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare their building and five other buildings, and follow a public street instead.	Steve Schack
04/10/2022	The current routes don't prioritize transfers for link rail [illegible]. How will you think about were realistic transfers from under-served communities.	
04/09/2022	My concern is how many housing and apartments will be destroyed. Choose the path with the least amount of disruption.	
04/09/2022	I would love expansion.	Jack
04/09/2022	Prefer red route.	
04/23/2022	Please move the lightrail project to 4th Ave to protect the loss of 19 International District businesses!	Aubrey Nepomuceno

04/23/2022	Hi there! I live at 7th and Lane and would be deeply saddened if some of my favorite establishments in the CID had to close because of this Ballard/West Seattle link extension. Musashi's has been a staple for decades, and Fuji Bakery makes some of the best baked goods I've had in the city. Please consider building this extension on 4th as fewer businesses would be impacted. Thank you, Nat	Nat Bentley
04/09/2022	I love the light rail and wish I lived closer to a stop. When I am able to catch the train I appreciate the cleanliness of the stations I visit and the frequent stops. I wish my trip to the airport could be quicker. Maybe a few speed trams? I also appreciate the light rail expansion and would like more information and transparency about why it will take so long to add more stops. Does the city need more funding? Or are infrastructure projects just slow in general?	
04/09/2022	SEATTLE NEEDS TRANSIT!!! Clearly we can see West Seattle gets cut off easily by bad infrastructure. More multimodal connections are necessary for North and West Seattle. I would like to see links with the 1 and 2 line. Also, this needs to happen sooner than 2037. Take my money away from cops and [explitive] and spend it on making this happen ASAP. In addition, please serve neigborhoods like deeper N Seattle and more important with a racial lense. KENT, RENTON, AUBURN, DES MOINES, FEDERAL WAY. These neighborhoods need transit and TOD. Death to the suburbs!	Ameya Majmudar
04/09/2022	I don't have a car and being able to get to Ballard from Cap Hill without 50 min and 2 buses would be incredible! Then I could more regularly shop and support businesses there. I work in SLU so being able to take the train there would also be amazing. Thank you for investing in public transit!!	Emma Fallone
04/09/2022	I like how convenient light rail is and how frequently they come as well as accessibility because not everyone can drive. We like how the light rail goes like that [a single line with arrows on either side of it] and the buses go like that [two lines with arrows at each end perpendicular to each other].	Desmond Mack

04/23/2022	?I would like to comment on the Interbay/Ballard Light Rail Segment (EIS pages ES36 to ES44) and support the IBB-1b alternative. Several of the proposed routes will severely impact a unique business currently located at 3450 16th Ave W. The small family owned business that resides here is called Dusty Strings. The business has been in Seattle for the past 43 years and has operated out of this current customized manufacturing building since 2002. Over the years, Dusty Strings has grown to be a world leader and innovator in making handcrafted Lever Harps and Hammered Dulcimers. The skilled employees have built over 36,000 instruments that are owned by musicians around the world. The Mooers family owners treat their employees as family members and give their valued customers exceptional service. My connection to this small Seattle business is as a customer and proud owner of 2 Dusty Strings harps. I am not a resident of Seattle, but instead live in rural Montana. I believe the Dusty Strings employees use the Sound Transit light rail system and also support it's extension, even with the dire consequences to their own business. Their manufacturing building sets in the Interbay district, exactly in line of 2 proposed routes. It will be a difficult challenge to replace this customized manufacturing building into another Seattle location and a major disruption to their operations. Lots of hard decisions and compromises need to be met as Seattle must adjust to the future. However, it is heartbreaking when these adjustments so negatively affect those that have been so generous to others. With that in mind, I ask you to consider the alternate proposal IBB-1b; the elevated 14th Avenue (from Prospect/15th). This route does not impact Dusty Strings. Hopefully, it might save more businesses that just might have their own special stories to tell. Respectfully April Barnes Manhattan, Montana	April Barnes
04/23/2022	I am writing to comment on the route alternatives for the Interbay/Ballard segment, EIS pages ES36 to ES44. I fully support the Sound Transit Ballard Link extension! It's a very exciting prospect, and I was happy to vote for it. However, I am one of many people who work for a company that will be extremely adversely affected by two of the proposed routes. I would like to express my support for Route IBB-1b. I have been an employee of Dusty Strings Company (3450 16th Ave W, Seattle 98119) for over twenty years, and as their harp specialist, I have experienced firsthand the positive impact this company has had on both Seattle and the worldwide music community. As you will have heard from various other commenters, Ray and Sue Mooers (the founders of Dusty Strings) designed and built our 16th Ave W residence from the ground up in 2002, specifically to meet the needs of a growing, innovative manufacturer of high quality musical instruments. I myself work in our Fremont retail store, which is where the company used to build our internationally renowned harps and hammered dulcimers; the lack of space to expand, and unsuitability of the basement for a lacquer finishing operation, was what prompted the move, and they decided to make a very large investment (and take a very large chance) and create a facility that would address their current needs and allow the company to grow. It would be a major blow to both the instrument building workshop and the Fremont retail side of the business for the headquarters of the company to relocate, especially as rising costs would probably dictate that they move outside the city limits. Please consider choosing Route IBB-1b so that this family-owned Seattle institution, which has brought music and joy to people all over the world, can continue to do so. Thank you for your consideration!	Molly Bauckham

04/23/2022	This comment is regarding the WSJ-5 medium tunnel down 41st ave SW. This is not a great option. The WS junction is a hub of commercial activity but this places the tunnel onto quiet single family homes on 41st. I prefer the options that bring the light rail tunneled however possible. If it comes down 41st and ruins this relatively quiet street, the remaining neighborhood nearby should be rezoned for commercial if it is going to disrupt what are mostly kids and families.	Carmen Mikacenic
04/23/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. First: Thank you for building this section of light rail! I am a Seattle native and 30-year Ballard homeowner, and I worked in Interbay for much of my working life. As such, I very much appreciate the need for this project. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration. Janelle Lake	Janelle Lake

04/23/2022	Sound Transit, For ST3 Draft EIS, I agree with the suggestions provided by Seattle Subway on how the Ballard to West Seattle line can be improved. There needs to be changes to the preferred alignment to increase reliability, expandability, and accessibility. In general the stations are too deep. The current preferred stations are too deep and not located for easy use and future expansion. Sound Transit has had a problem maintaining escalators so we need to minimize the entrance and exit travel times. This light rail will be serving a lot of future riders and needs to be convenient to become an alternative to automobile travel. For the Ballard station, Sound Transit must reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. The 14th and 15th Ave stations fail to serve the central commercial district of Ballard. For the Seattle Center station, I prefer Republican Street Station and work to mitigate impacts to arts organizations like KEXP as much as possible as they are very valuable to Seattle.. For South Lake Union station, reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible. South Lake Union is an economic and entertainment hub for the city that had to be served well. For Westlake Station, I prefer the 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. For Prefer Chinatown station, I prefer the 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as the existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. General DEIS recommended feedback Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible. Plan to build for future expansion in Seattle. Thank you	Tom Griga
04/09/2022	Pink route - but whatever is cheaper - blue almost equals pink. [illegible]	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: I STRONGLY RECOMMEND you reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station MUST be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Michael Gillenwater	Michael Gillenwater

	mwgillenwater@gmail.com 9231 View Ave. NW Seattle, Washington 98117	

04/21/2022	To Whom it may Concern: Did you know that Dusty Strings is known internationally? Did you know that the people there are highly trained one of a kind, not easily found or trained individuals? Did you know that the building has to build specific for its needs? Did you know that there are over 19,000 Dulcimers and 17,000 harps that bare a quality signature label inside of each instrument that has the address of your proposed route? Did you know that there would be over 19,000 people that would use your rail such as visitor, employees, sales etc. just keeping Dusty Strings in its present location? Did you know that there is a historical value to you keeping Dusty Strings in their location? I am submitting one of over 36,000 plus pieces of proof. The names and many more names since are, hard to find people, many new people would have to retrain from these people who would not be able to relocate, and that take many years. These instruments are made by hand one at a time. The value of this family owned business puts Seattle on the map for many institutions, globally. Sincerely, One of many Connie LoPorto - Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Sincerely, Connie LoPorto	Connie LoPorto

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	5750 230th Street SW, A Mountlake Terrace, Washington 98043	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Alex Frederick axfreder@gmail.com	Alex Frederick

	7043 Earl Ave Nw Seattle, Washington 98117	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jesse Swingle jessejamess@msn.com	Jesse Swingle

	225 Roy Street Apt 2519 Seattle, Washington 98109	

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	6726 Mary Ave Nw Seattle, Washington 98117	

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	2037 nw 65th st seattle, Washington 98117	
04/23/2022	Hello! We love sound transit and fully support the expansion of the lightrail. However, the current plan for the West Seattle Ballard link to be on 5th St in the ID is not good. It will displace 19 small, minority owned businesses. Businesses that are historically and culturally significant to the ID. A link at 4th St would be better as it won't displace any of these businesses and in proximity is equally convenient. Please reconsider the placement of this link and save small, minority owned businesses.	Augusta Butlin

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Joe Reilly joe.reilly206@gmail.com	Joe Reilly

	7527 27th Ave NE Seattle, Washington 98115	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kenneth Tham kenneth.w.tham@gmail.com	Kenneth Tham

	400 NE 45th St Apt 322 Seattle , Washington 98105	

04/22/2022	Manager DEIS Comments, I live in Ballard and I don't have a car. My family depends on transit to get around. The situation here is already close to untenable due to the poor planning and leadership from Sound Transit. You have ONE SHOT at getting the light rail right. I'm begging you on behalf of all of us who have to live with your decisions—don't screw it up! Make stations as shallow and easy to access as possible. Put them in convenient locations, even if small business owners complain. It's time to prioritize your passengers instead of business interests! The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.	Shir Goldberg

	(4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Shir Goldberg me@shirgoldbird.com 1514 NW 53RD ST, UNIT B Seattle, Washington 98107	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jacob White jjwhite33@yahoo.com	Jacob White

	321 Martin Luther King Jr Way E Seattle , Washington 98112	

04/22/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Sound Transit Board,Virginia Klamon,Andrew Lewis,Sara Maxana
04/22/2022	Please open for consideration an option for a tunnel and station for Ballard at 20th or 22nd Ave, including a Thorndyke Tunnel Portal alignment. The assumed cost advantages of the bridge and eastern station locations now appear faulty. Sincerely, Michael Gillenwater	Michael Gillenwater
04/23/2022	Please don't disrupt the businesses on 5th in the international district in order to build the link extension. These businesses are important to the cultural landscape of the neighborhood and should be protected. Consider other less disruptive options. Thank you.	Eileen Lai

04/22/2022	Manager DEIS Comments, As someone born in Seattle and a long-time taxpayer in the North King RTA district, I'm writing to insist that the Ballard-West Seattle Link Extension prioritize the needs of riders and increased ridership. Here are my comments about Sound Transit's Draft Environmental Statement: Keep all stations approved by voters. Make stations as shallow as possible to promote shorter connection times. The options so far are all far too deep. In Ballard, reopen consideration of a 20th Ave. station on a Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Erik Heino eheino@gmail.com 19118 94th Pl NE Bothell, Washington 98011-2217	Erik Heino

04/22/2022	Manager DEIS Comments, Like so many have said, the Ballard-West Seattle Link Extension must put riders and increased ridership first. I write to submit my comments to Sound Transit's Draft Environmental Statement. Eliminate no stations from what voters approved with ST3 in 2016. Our region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations directly opposes what we the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times far too much to be useful for short trips. These short trips are essential for the large number of riders like me, who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past at all. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Mercer Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for reviewing these comments. Thomas Johnson gharrity@gmail.com	Thomas Johnson

	1707 Boylston Ave Apt 306 Seattle, Washington 98122	

04/22/2022	Manager DEIS Comments, Hello, It is CRITICAL that the Ballard-West Seattle Link Extension put riders and increased ridership first. I submit my following comments to Sound Transit's Draft Environmental Statement Overarching criticisms: We cannot afford to eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations at this stage contradicts what the region's voters chose, and stands as in direct opposition of the projected transportation needs. Stations should be as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, for the following in particular: Midtown, Westlake, Denny, and Seattle Center, will increase travel times to the point they will not be useful for short trips. Making short trips easy by rail is essential for the large number of riders who are not suburban commuters. All of the deep and high-capacity stations also call for excellent vertical conveyances, which very clearly has not been a priority in the past (memes about how often you station escalators are broken is awful even if you are entirely able-bodied!) If these types of stations are pursued, it must be ensured that escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes, and not fail riders in the event of mechanical failure. Elevators should go from street level straight to the platform level, without additional stops to get passengers to trains as quickly as possible without creating additional time and accessibility penalties. Building systems that provide smooth transfers between the growing transit lines is paramount to promoting a healthy rail network. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. The current options will make further expansions off of these options impractical and not useful. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Having more transit at this hub should mean a much more robust and solid infrastructure, not worse than current. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations, this will do nothing but burden this already essential and heavily used station. Open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. Please keep in mind that for many businesses and residences in this area, displacement would mean having to leave Seattle proper for good. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. Also keep in mind how important having access via Lander is to those who went without it over the past 4 years. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).	Alex McGuire

	(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Alex McGuire wdmalex22@gmail.com 321 MLK Jr Way E Seattle , Washington 98112	

04/22/2022	Dear Sound Transit, We urge Sound Transit to change the Preferred Alternative from the 5th/Harrison route leaving Seattle Center back to the original Preferred Alternative, 6th Ave/ Mercer. Much of our opposition to the 5th/Harrison alternative is admittedly personal. We live in a 2nd floor condo that faces south onto Republican. With the 5th/Harrison route we would look directly at Sound transit trains as they daylight on their way to or from Elliott. Whatever ST does to soften the wall we will look at won't obscure the fact of trains coming and going or the noise and vibration that will be created. The apartments and condos now across the street on Republican would be obliterated along with many mature trees. We moved to our condo with the expectation that it would be our "forever" home. At age 80, turning our lives upside down is an unpleasant prospect--assuming that we could sell our condo for anything like its present value. ST is mandated to buy and pay for property that it claims under eminent domain, but doesn't pay a penny for those that are impacted for years by noise and congestion or permanent loss of value due to Light Rail's proximity. Five years or more of construction is simply brutal. Sound Transit "expects" that we would maintain access to the cars in our two garages but doesn't guarantee it. Loss of access is simply unacceptable. Already there is little parking within a reasonable distance of our condos at 500 5th Ave W. Tossing our garages' 27 cars out onto the surrounding streets would be disastrous. ST's own figures show that 174 residential displacements would result from the present preferred alternative vs. five from the 6th/Mercer alternative. As a performing arts photographer I have spent much of my professional life at the Seattle Center on behalf of Seattle Repertory Theatre, Seattle Opera, Seattle Children's Theatre, Intiman Theatre and Cornish Theatre among others. The performing arts community has been devastated by the pandemic. The last thing it needs is additional disruption and/or displacement. Seattle Center is the heart of the arts in Seattle, and the arts are one of the city's defining features. Putting a Light Rail station in the heart of the Center would be a major mistake. When the switch was made naming the 5th/Harrison route as the preferred alternative, the reason given was pollution on the 6th/Mercer route (at Elliott, I believe). That reason has never appeared again in any of ST's literature that we have seen. We would love to know how pollution went from being the justification for a major change to not playing any part at all. We realize that Sound Transit is balancing a multitude of conflicting agendas. Thank you for asking for community input. We hope you are listening carefully to the concerns and opinions that you asked for. Very truly yours, Chris & Tessa Bennion 500 5th Ave W--Unit 204 Seattle 98119 (206)200-9938	Chris Bennion,Tessa Bennion
04/23/2022	Save the small businesses on 5th and do NOT place the light rail there. Save CID ??	Kilie Steel
04/23/2022	Hello, I am a resident in the Central District and i frequent the CID about once a week. Several of my favorite businesses, a few of which draw a lot of people to the neighborhood, will be displaced with the 5th ave S Link expansion. I would strongly prefer the 4th ave S option. Thank you, Melinda	Melinda Lai
04/23/2022	To Whom this may concern, I believe the 4th Ave shallow station will cause the least amount of harm to our historic buildings and community. There are many small business that operates on 5th Ave S than 4th Ave. It will be a better option to move the plan to a location that will least affect the CID community.	Linda Zheng
04/24/2022	The most central and least disruptive route in the long run for Ballard area is to put the Lightrail on 15th Ave. It is already a major commuter route with established expectations without damaging new establishments such as the Ballard Food Bank that has recently concluded a three year construction project at 14th Ave NW and Leary Way. To disrupt this essential service disregards policies that should be taken into account when making the decision establishing where to lightrail.	Melissa Knapp
04/24/2022	Please adjust the street from 5th to 4th. Small businesses in the CID will be displaced in the current plan. Moving to 4th will not displace any small businesses.	Catherine Watkins

04/24/2022	Hi, writing to ask that you consider adding the light rail stop to 4th Ave instead of 5th so that local businesses in the CID aren't displaced. Between the pandemic and Asian hate crimes rising, we need to do all we can to support our Asian communities and keep them intact. Thanks for your time!	Kika Westhof
04/24/2022	I believe the 4th st options should be the only ones considered. The businesses in the CID are incredibly important to preserve our history and culture. The 5th st options are projected to displace 18 businesses which is devastating to our community.	Kirsten Ma
04/24/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you, Andrew Coghill	Andrew Coghill
04/24/2022	I have attended all the public outreach events, and have asked a lot of questions, but continue to get the same responses--that they cannot answer my questions. The West Seattle community has tried to make it clear to Sound Transit that most of the proposed alignments are NOT what we voted for in 2016. We have stressed to Sound Transit at all the outreach events that Options DEL-2a, or DEL-2b + WSJ-3a or WSJ-3b, are the only options we are in favor of. We have offered suggestions of removing the Avalon station due to the low projected daily boardings (1,200), and spending the resources on the tunnel instead. The areal/at grade options will be tremendously invasive of the built environment especially WSJ-4 and WSJ-5, that would displace Transitional Resources; have many housing displacements; create accessibility issues for remaining residents; create construction impacts to residents from the retained cut; and have operational visual/noise impacts to residents along 32nd Ave. We have asked if there is anyone at Sound Transit that is specifically responsible for figuring out how to find the funding for the long tunnel option, but again it is a question that remains unanswered. Again, to be clear, the residents and businesses in West Seattle are only in favor of the long tunnel options. Please hear hus.	Mike Mizell
04/24/2022	Hello, I am a frequent sound transit rider, and looking forward to riding even more with more and more options opening with the expansions. These expansions need to be the best they can be for the present and future. This is why I support stations that aren't as deep, actually serve the neighborhoods they need to serve, and don't displace businesses. This is especially concerning in the CID where businesses MUST be protected at all costs which is why I support the 4th Ave alternative. Ballard and South Lake Union alternatives must be centrally located to the commercial and residential walksheds too. Not next to urban highways that are dangerous and farther from the amenities people will be traveling to and from. Thank you for your time.	Anders Wennstig

04/24/2022	Hello, This is a another attempt I've taken as a local Architect to plea with the city for more conscientious urban planning. I seriously hope that the decision changes to move the proposed link rail location from 5th to 4th Ave. S. Putting the light rail on 5th will destroy a cultural fabric of seattle that has been preserved in the families and communities that have served Seattle for generations. All options will cause road closures and impact the CID in a significant way. However, the 5th Ave S options will close or displace up to 19 local businesses. The construction in this area will seriously impact the entire neighborhood. The 4th Ave S will cause road closures and displace only 5-8 businesses. I believe the 4th Ave shallow station will cause the least amount of harm to our historic buildings and community. As an architect, I pray my voice and the voices of fellow Seattlites will be heard. Thank you for listening.	Jilian Carlo
04/24/2022	I am writing in regards to the route you have proposed through Interbay that would mean the destruction of Dusty Strings Dulcimer company. This company started in the basement of a home in the Ravenna neighborhood then moved to Fremont where it was located in a basement. The second location was not suitable for manufacturing in terms of loading/unloading tools and supplies and a number of other constraints of the space. In time they raised enough money to custom build a location that met their precise needs for tool layout, dust collection, layout for assembly and so on, at great expense and time commitment. If they had to move because of the proposed light rail route it would be a massive hit to their continued operation and employment of many fine people, it would be like asking Boeing to relocate their Everett location (but on a smaller scale) and nothing like asking a storage company to move from one warehouse to another or a coffeeshop moving down the street. I would respectfully request that you alter your route slightly in that zone to consider which businesses could more readily move with minimal impact to continued operations versus those like this instrument making business. Visit them and get a tour to see just how complex the setup and you'll realize how this could destroy their ability to continue.	Doug Hayman
04/24/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. I am an East Coast customer of the Dusty Strings company (3450 16th Ave W.), and am writing in support of the IBB-1b alternative, which would avoid the company's facility. Dusty Strings has become one of the finest folk harp builders in the world; they are operating out of a building which they own, and which was custom-built for their needs only 20 years ago. Having to relocate and rebuild would be enormously disruptive to their operations and production schedule (which are still recovering from the COVID lockdowns). The company is also an asset to Seattle, both as a destination and as an employer, and has managed to stay in the city even as other manufacturers have left due to rising costs; if they cannot afford to rebuild in the city, they are likely to lose highly skilled lifelong employees who cannot relocate. In short, the company, its global customer base, and many local skilled craftspeople would be very seriously affected by a move; it would take years for the company to recover. The IBB-1b alternative will avoid causing this disruption. Thank you very much for your attention.	Catherine Madsen

04/24/2022	please consider the 4th st shallow option and add additional funding to expedite the process to a comparable 5-6 years. It disrupts fewer local businesses than any 5th Street option. if 5th street is selected, adequate relocation must be provided to these long-standing community gathering spots. Seattle Best Tea and others cannot become sacrifices for the long needed public transit. in any case, this must be a shallow station. a deep station flies in the face of project goals with regard to public transportation. elevators make travel times inconsistent and unnecessarily extended, and transfers become impossibly unreliable.	Xen Eldridge
04/24/2022	I urge Sound Transit to proceed with the CID-1a or CID-1b option. The Chinatown-International District has experienced enough displacement of businesses & closures after COVID-19, increasing gentrification, & racism. Increased fracturing & negative impact on the local Asian community that calls this district home will occur under the CID-2a & CID-2b options. Impact to local businesses & cutting into the heart of a very culturally-relevant space should be prioritized over price tag, Metro employee relocation, & length of construction. Needing to raise more funds for a viaduct reconstruction & taking a bit longer to complete should come second to the community. Weigh the voices & livelihoods of CID businesses more heavily than anything else being considered here! Disruption of 18 businesses is not acceptable. We want to preserve the integrity of our CID community! We want our voices heard! Thank you for your consideration.	Helen Potter
04/24/2022	A Link extension to West Seattle and Ballard is much needed and anticipated, but I have concerns about the placement of the new Link station. I lived on 5th Ave in the historic Publix Apartments for several years. 5th Ave is such an iconic part of Chinatown/International District, and building a new station along 5th Ave would disrupt and displace businesses as well as tear down historical buildings. Station options along 4th Ave should be the only options considered, as this location would have the least negative impact on the community. Please preserve the historic Chinatown/International District as much as possible.	Melanie Good

04/24/2022	Sound Transit has tough choices to make. Dusty Strings is a unique business in Seattle that is one of the largest manufacturers of folk harps and hammered dulcimers that are well respected worldwide. They fill a particular niche in the music world. As currently proposed, the only route that would not force Dusty Strings to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare our building and five other buildings, and follow a public street instead. Dusty Strings was founded in Seattle in 1979 and has remained a family-owned and operated local business for the past 43 years. They make globally-recognized musical instruments have been handcrafted in Seattle since the beginning. As manufacturers of high-quality harps and hammered dulcimers, they are a critical member of Seattle's dwindling manufacturing community, which is important to business diversity in an increasingly tech-dominated city. They employ local skilled craftspeople, many of whom have made Dusty Strings their lifelong career. Approximately 60-70 workers would be displaced from this building alone, which houses Dusty Strings as well as four other small businesses. If they are forced to relocate, it could be very difficult to find another space within Seattle that will meet their needs as a unique manufacturer and small business. Their custom-designed building and owner-occupied model have made it possible to stay in Seattle as the costs of operating in Seattle have driven other manufacturers out of the city. Having to move outside of Seattle would certainly mean a major disruption to their instrument-building operations. It could also mean losing 20 to 30 years of instrument building expertise if their longtime employees are forced to leave their chosen careers in order to stay close to their families in Seattle. Dusty Strings has connections with instrument owners around the world, and many of them know of Seattle because that's where their harp was made. Dusty Strings instruments are an important part of the livelihood of local, independent music stores all across the country, as well as in the UK, Europe, Asia, Australia, Canada, and New Zealand. Thank you for considering how this decision will potentially impact this business that supplies highly sought after musical instruments to the world. Thank you for considering their employees and the potential loss of a unique skills that the employees possess. As currently proposed, the only route that would not force them to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare their building and five other buildings, and follow a public street instead. I hope that you will please find an alternative which would preserve this valuable resource. Thank you, Carol Kappus	Carol Kappus
04/24/2022	I am writing regarding the proposed light rail route that would impact Dusty Strings, located at 3450 16th Ave W, Seattle Wa 98119. I am a huge supporter of light rail in Seattle and know it is challenging to find a route. But this small business is of special import, and loss of this building would be devastating to it. Dusty Strings has been a small family owned manufacturing business over 43 years, with a huge reach in the Seattle community and the global musician world, it employs 60-70 skilled craftspeople and workers. The building itself was constructed just 20 years ago when they had to leave Fremont, built to exact specification around its unique manufacturing needs, with built- in massive woodworking machinery - it is not easily replaceable anywhere in Seattle. Loss of this location would mean they may have to move from Seattle, which would be a tragic loss to the community and its diversity of businesses. This small business is an incredible example of success that brings benefits to the city in community, culture, taxes, and diversity of work. I urge someone from Sound Transit to go to Dusty Strings, tour the building, learn about the business-- and you will see what a tragic loss this would be. I strongly urge you to consider another route that would not mean the devastating impact or demise to this beloved Seattle treasure-- I understand there is a route IBB-1b that would not destroy this building, and I strongly support that choice. Thank you for the challenging work you are doing bringing light rail to Seattle.	Elizabeth Nichols

04/24/2022	I have been a harvest for over 30 years and relied on Dusty Strings to be there for me for structural changes to my harp!, troubleshooting many things and I know how hard they worked and how long they worked to have their building factory in the inter-urban area of Ballard. Please consider changing the route so that this building may be preserved for many years of continued production. Dusty Strings is one of the leading heart makers in the United States. They have an amazing record of receptivity and care for their clients. Having to leave the Seattle area would be devastating for this family and break up autonomy and availability of their retail store in relation to where they work to make the Harps and dulcimers. Thank you very much, Claudia Walker	Dia (Claudia) Walker
04/24/2022	I would like to comment on the preferred W Seattle light rail option. I see that it goes right up against the golf course, and that will inevitably impact the course greatly. There is 4-5 holes that would be impacted and inevitably change the way the course is played. West Seattle Golf Course is a gem in Seattle with a great club atmosphere, and the best public golf course in Seattle limits, hands down. I understand there is a need to build a light rail line, but impacting something that is used by thousands yearly is not desirable. Ideally, one of the alternate routes would be chosen to not impact a public land, used by so many. West Seattle Golf Course is a great course and a place where golf can flourish in the city. The team at the course has worked tirelessly to become a miles better course than Jefferson/Jackson, and it would be a shame to impact that hard work with the light rail extension. I urge the team to consider a different route. Thanks Chris Okroy	Chris Okroy
04/24/2022	4th ave S is the path you should take as it wouldn't displace 19 small businesses like 5th would. Thank you!	Araya Casey
04/24/2022	Please move the CID station to 4th Ave S instead of 5th ave S. It is not a huge move, and would prevent the destruction of 19 small businesses.	Julia Lewicki
04/24/2022	Hi I am a CID resident and light rail commuter so this topic is pretty important to me. 5th ave s is not the ideal location for the new light rail station. 19 neighborhood businesses being displaced, destruction of historic Seattle buildings and further destruction of the Chinatown neighborhood/community can easily be avoided by simply moving this project west just one block. 4th ave S makes so much more sense. As someone who loves their neighborhood very much please don't make it smaller.	Evan Desiderio
04/24/2022	Please do not build the light rail on 5th Ave South in the CID, as it will displace small businesses. Please build it on 4th ave instead. Thank you!	Jill Denkmann
04/24/2022	Please extend the link on 4th Ave S instead of 5th Ave! Displacing small businesses like Best Tea and others affects the community. Building on 4th Ave is such a simple difference to save people's livelihoods!	Tansy Huang

04/24/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. This is a 'jewel of land" that can be enjoyed by so many - both young and old. It helps with keeping many active and engaged in a recreational activity that is available almost year round. It helps build a community pride as well. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you sincerely, Phoebe Mendes	Phoebe Mendes
04/24/2022	Don't expand into the CID! Protect small businesses!	Michi Vergara
04/24/2022	As a parent of two children at Alki Beach Academy(ABA), I am asking that you pursue options that would not require a forced relocation for the West Seattle Light Rail Extension. ABA is a gift to the community and has welcomed me and many parents who were in need of high quality child care in our community. We simply could not afford many other options in the vicinity. ABA is truly important to enabling the financial stability of our family, and the early learning opportunities that all children should have. In addition, I have learned that ABA serves an important role in creating more equity in our community. It is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. Thank you.	Christina Kitson

04/24/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. As a West Seattle resident who loves transit I am excited, but I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals. Transit is necessary but please please please take into consideration Transitional Resources and the vulnerable populations they serve! We must have transit based on a lens of equity for the entire community.	Selene Russo
04/24/2022	I believe that the best alternatives for Chinatown (CID-1a, 4th avenue to not displace businesses), Midtown and Westlake stations (DT-1, the preferred alternative) are the shallowest, as those will be the closest to existing stations and the surface. Both CID-1a and DT-1 would be better if they were even shallower, to align with the existing Chinatown and Westlake stations for faster transfer times. Also, please further review and try to mitigate the impact of DT-1 on arts organizations around Republican street, such as McCaw Hall.	Ryan Zhang
04/24/2022	Please make this extension happen as soon as possible. The closer it is to a built up area, the better.	Nelson Lowhim
04/24/2022	I'm a long-time Seattle resident with cultural ties to the CID. My parents used to bring me shopping in the neighborhood since I was 8 years old and now my partner and I find the most cultural connection in the neighborhood too. Please limit impacts to the beloved businesses by choosing the 4th Ave S option for Ballard/W Seattle light rail. Other options would displace our most cherished businesses and we don't want to see these mom and pop restaurants and shops disappear. These businesses and business owners are the heartbeat of the district. Thank you for choosing the 4th Ave option which is best for those most impacted - the community members who live there and the business owners to rely on their current spaces to survive. Thank you!	Vera Hoang

04/24/2022	I am a West Seattle Junction resident. My comments: TUNNELING: West Seattle, Avalon and Delridge should use as much tunneling as possible. Best Practices for a once-in-a-century project dictate that - especially given the significant elevation change in the area - underground options increase neighborhood livability and offer a better long term solution. STATION DEPTH: Downtown stations should be as shallow as possible and surface to platform elevators should be the preferred option when feasible. STATION LOCATION: The Ballard and South Lake Union station need to be built in and to the communities they serve. SPEED: Fast connections are critical. Ensure there are backup options to account for mechanical failure. SYSTEM GROWTH: Favor options that make inevitable growth of the ST network frictionless.	Caanan Reiersgaard
04/24/2022	The Ballard Food Bank is one of the few positive developments in Ballard addressing increasing hardships resulting in growing poverty and homelessness in our community. To ignore negative impact on this institution is to display a complete lack of concern for the social needs of the poor and homeless, a growing population in Ballard. Closing 14th Ave for years and disrupting access to the Food Bank is foolish and callous. The supporters of the Ballard Food Bank did not contribute money and time only to have it shut down so people with jobs and money can get to work more conveniently. Build the light rail on 15thAve, leave the Food Bank alone.	Brian Watson
04/24/2022	Please do not use the current route which will call for Dusty Strings to move. A much loved and respected harp maker for so many!	Bonnie Rose
04/24/2022	I would like to see the Denny station built on Westlake Ave. I understand it will be more impactful to the SLU Trolley and bus traffic during construction, but it is the right long term approach to tie together all the transit when finished in a cohesive area. Unless we can provide covered people movers or some other solution to move people between the Terry location and the rest of transit at Denny & Westlake, we should not consider that.	Faizal Kassamali
04/24/2022	Please move the light rail station to 4th Ave instead of 5th Ave. This project will significantly impact the small businesses in the CID and its community. The pandemic and the rising Asian hate crimes have already affected the community negatively. Please reconsider this project, going further with it not only will damage the historical buildings around, but also the livelihoods of the people in it.	Ana Bungag

04/24/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Karen Armand
04/24/2022	I think the sound transit board should propose having just 1 light rail station for West Seattle, the centrally located one at Fauntleroy. That would minimize housing and job displacements and lower the costs. It doesn't make sense to have 3 stations so close to each other. And the Fauntleroy station would be better positioned for the line to extend to the south eventually. I believe if they polled the West Seattle populace on that choice, they could change to this option. If they won't go down to just one station, Fauntleroy would take out less jobs than the 41/42nd Avenue choice, and again, would be a better choice for turning south later. I am also concerned that if the 41st/42nd options are built the 2 most affordable grocery stores in the area, Trader Joes and Safeway, would be displaced. Grocery prices have been raising very fast. There is senior housing at Alaska house. Not everyone who lives near the West Seattle junction can afford to shop at Whole Foods.	Shirley Dimbirs
04/24/2022	Please make it on the 4th Ave. I care about so many of the businesses, after covid the spread, we couldn't risk sitting inside which hurt so many small businesses in the ID, let's not do more damage to this community.	Brandi Pellegrino
04/24/2022	Please don't kill the businesses in internation district. I've enjoyed going to the restaurants on 5th, and the toy store after eating with friends. It holds a lot of memories for many members of the Asian community. Please use 4th instead so people would still have those businesses to visit after the project is complete. Thanks.	Tina Choi
04/24/2022	I am strongly in favor of the 15th avenue options in Ballard. Construction along 14th avenue would decimate access to the Ballard Food Bank, a service that benefits thousands of residents in the area. Please consider the 15th avenue options rather than the 14th avenue options in Ballard.	Kathryn Donlin
04/24/2022	Protect the CID neighborhood and its people! We are disappointed by and reject the proposal for the light rail to be built on 5th Ave S. It will displace up to 19 POC-owned small businesses. Please move forward with the 4th Ave S alternatives instead.	Jordan Faralan

04/24/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably negatively impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward.	Sandra Melo
04/24/2022	Ballard Food Bank is in support of the light-rail options along 15th Avenue, NOT along 14th Avenue. I support Ballard Food Bank!	Elizabeth Gray
04/24/2022	Hi! I am urging Sound Transit to choose the 4th Ave S alternative for the West Seattle Ballard Link extension because they will not impact any business in the CID neighborhood. One of your other options could displace up to 19 small businesses. Please do not ruin peoples' livelihoods. Seattle is already far too gentrified- we need small businesses owned by communities of color.	Cassie Haas
04/24/2022	1.2.2.2 For building a second transit tunnel, while agreed that a second guideway through downtown is needed for the additional capacity, choosing a deep bored tunnel isn't the only alternative. An elevated approach through downtown along 1st or 5th avenue could work just as well for a fraction of a cost as well as much cheaper stations. If it was a shallow tunnel/moderately deep, then perhaps the high cost would be worth it for the easy transfers, however with the required deep tunnels, the difficulty in constructing them causes long construction times, high costs and correspondingly expensive stations. 6.2.2.1 Sodo prefer Mixed Profile Station (SODO-2). Allows busway to be kept open eventually. If cost is too high then second preferred is at grade staggered station. 6.2.2.1.2 Duwamish Prefer South Crossing (DUW-1a) much cheaper and easier to construct. South Cross South (DUW-1b) edge costs too much for around the same impacts North Crossing Alternative seems inacceptable for the Army Corps 6.2.2.1.3 Delridge Prefer Dakota Street Station Alternative DEL-1a as being the most cost effective, and easy expansion south on Fauntleroy Way. Second would be Medium tunnel 41st 6.2.2.1.4 West Seattle Junction Prefer Elevated Fauntleroy via Dakota (WSJ-2) both for it's low cost and easy expansion further south. Though the removal of the apartment is unnecessary -- mainly caused by the avoidance of removing any car lanes. The station should be place within the ROW of Fauntleroy Way SW (north of the SW Alaska St) with perhaps some property acquisition from shell/highline West Seattle Urgent Care. 6.2.2.2.1 Chinatown Segment Prefer the international district 4th avenue shallow station (CID-1a) The deep station would impose too great of a transfer penalty for riders especially as being the main transfer station for the 3 lines. Any deep station should be heavily contested if an alternative is available, the high cost and transfer penalty for decades is not worth saving the short term construction impacts. (And trying to avoid construction impacts with more tunneling can length construction times -- causing more impact than just doing a normal cut-and-cover station. Just look at the San Francisco chinatown station debacle, or San Jose's BART switch from cut-and-cover stations to mined stations)	Wesley Lin

6.2.2.2.2 Downtown Segment
No real preference besides connecting to shallow alternatives in Chinatown.

More importantly, the depth of these midtown / Denny stations are too deep. Even accounting for having to traverse under the existing Westlake station, the midtown station depths of 140 feet are ridiculous and greatly increase construction cost and rider transfer times. The tunnel clearance against the existing Westlake station's are far too large compared to other European countries train stations. And additionally look into removing the mezzanine station style for midtown station to decrease the depth -- any time savings from the having the mezzanine are greatly outweighed by the additional depth it adds.

6.2.2.2.3 South Interbay Segment

None of the alternatives greatly change in ridership from 2,600. Given that Galer Street Station/ Central Interbay Alternative SIB-1 is preferred.

6.2.2.2.4 Interbay/Ballard

For Ballard prefer the elevated 15th avenue alternative or elevated 14th avenue. Much faster to construct than the underground alternatives and allows for easy expansion north. Against any tunnel approach for their high cost and inability to extend north.
Note given the recent Coast Guard letter requiring a 205 feet bridge, then preferred to have a high movable bridge. While it may need to open a couple times a year -- it is greatly desired over a deep tunnel. Again as already noted above, adding a deep tunnel will greatly inflate the cost of building the light rail and building a Ballard station will cost a lot more than necessary as well.

Regarding cost cutting measures:

Shift faulteroy station (-200 million), while shifting faulteroy station should definitely be studied, moving it onto 38th avenue means that further extensions south past Fairmont park elementary school aren't possible. What should be done is moving the station onto the ROW of Faulteroy Way SW itself.

Eliminating Avalon station (-325 million), should be studied and it seems the community is in alignment with it, but am not for using those savings for tunneling. It is a waste of money to spend transit money on visual impacts, one could fund decades of RapidRide busses or say extend southwards to Morgan street.

Consolidate Denny and south lake union stations (-575 million), should be briefly studied, the loss of an entire station shouldn't be taken easily though. But more importantly looking into ways to lessen the depth of the tunnels would greatly decrease cost. There should be investigations into moving the section crossing the 99 north to lessen the tunnel depth again toe decrease the station depth cost.

Lastly, am heavily against using any cost saving measures if those funds are going to be used for visual or construction impacts. Those funds should only be used for actual transit benefits. If one tries to maximize construction/visual impacts you're going to end up minimizing transit benefits per dollar. And it is impossible to remove all construction/visual impacts.

04/24/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use. 7) The Parks Department supports the Andover/Yancy/Avalon alternatives 8) The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.	Lionel Tamez
04/24/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use. 7) The Parks Department supports the Andover/Yancy/Avalon alternatives 8) The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.	Lorenzo Tamez

04/24/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use. 7) The Parks Department supports the Andover/Yancy/Avalon alternatives 8) The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.	Colleen Wylde
04/24/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use. 7) The Parks Department supports the Andover/Yancy/Avalon alternatives 8) The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred.	L Tamez

04/24/2022	I strongly oppose the plan of building transit station near 5th Ave South (plan CID-2a, CID-2a Diagonal and CID-2b). Our restaurant is located on S King St, near the neighborhood around 5 Ave S in the International District. We will be seriously impacted by the construction of the station and the street closures necessary for the construction for many years. Covid already mad out lives hard enough, making our business extremely fragile. The construction plan near 5th Ave South will be deadly disruptive and will be death sentence equivalent to our business . Per recommendation from the board of the Seattle CID Preservation and Development Authority, while all alternatives are harmful to CID businesses and residents, the shallow station option for 4th Ave S is LESS harmful (CID - 1b on the maps) Please help preserve and protect small businesses in ID and reconsider the entire construction plan. If it absolutely has to be one of the 5 plans, please choose CID-1b to help reduce the damage.	Dun Liu
04/24/2022	Don't take away from the international district to expand the light rail. The CID is such an important place of history for the city and an area that provides space for us Asian-Americans in Seattle. It would really be doing the whole community a devastating disservice to displace so many local small POC/Asian businesses. Please relocate the light rail to 4th avenue instead.	Samantha Chan
04/25/2022	The Sound Transit DEIS needs to be revised or re-drafted in order to address key gaps in the findings presented as well as lazy research presentation and bias. In presentations focused on the Duwamish Segment, aside from the gimmick of highlighting the cells which project managers thought would get the best reaction, it fails to adhere to the mitigation of impacts on residents (displacements to residential and employees) while also failing to justify or disclose any methodology for calculating the costs cited. While I don't presume to know the best option, it has so far been impossible to get an answer for how Sound Transit is defining this projects success other than fulfilling a mandate from voters in 2016. As a stakeholder in this project, I expect to understand what priorities Sound Transit (and Seattle's leadership) are evaluating when making decisions for these "preferred" options. Is it the cost per rider? The total capacity specifically during rush hour traffic? Meeting a weekly capacity or percentage of population including growth? Without clarifying the definition of a successful project, we'll find ourselves in a position where more and more people leave this city because of policies which don't make sense to them, which cost too much, with zero accountability or visibility into the decision-making process. I also find it completely disingenuous and laughable that the DEIS proposes literally no alternatives or evaluations for whether building the Link extensions is even feasible or advantageous for the city and community. It's strange to see discrepancies in the data as well, with slide 18 of the Inf 2038 Presentation concluding that there would be "residential displacement in all alternatives" whereas the West Seattle Ballard Link Extensions DEIS specifies that there would not be any residential displacement for some options of segments. This has the optics of rolling suboptimal options together to give voters, stakeholders, and decision-makers a chance to pick the lesser evil. To summarize, this draft fails to present a convincing, well-researched, and holistic appraisal of options for moving forward. It struggles to address community concerns. There is no assessment of how the project intends to get back on track (no pun intended) with its 73% cost bloating. The team further seems unwilling or unable to evaluate any options (I was especially disappointed and humiliated by how dismissive this team conducted their guestimates after the proposed SkyLink option). Take more time to sort out these fundamentals, provide a pessimistic (or at least more realistic) estimate of your budget and timeline given financial constraints, build in some accountability to meeting and communicating progress, and come back with revisions for feedback.	Kyle Novak

04/25/2022	I offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. I understand that there are many impacts you are considering, I'd like to address one in particular: The manufacturing facility of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. We are a long time dealer and representative for Dusty Strings. I am aware that they have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs 20 years ago, and if it were removed, a replacement structure would also have to be custom-built to accommodate their innovative instrument manufacturing. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. I support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration.	Brandden Lassells
04/25/2022	The options on 14th Ave would close access to the Ballard Food Bank where I get my food and volunteer. Please build the new light rail system on 15th Ave! Do Not Build on 14th!!!!	Ellen Jablow
04/25/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use. 7) The Parks Department supports the Andover/Yancy/Avalon alternatives 8) The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. Apologies to those who are already on top of this threat and have sent in their comments. I'd rather overcommunicate on this topic than suffer the consequences of inaction. Thank you!	Craig Tarrant
04/25/2022	Please do not displace so many CID restaurants and build on 5th ave	Thu Le
04/25/2022	Last message was confusing. Please build on 4th ave and not 5th to keep CID as is/protected	Thu Le

04/25/2022	Hello, I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes. The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes likely violate Seattle City ordinance against using Parks for anything but their intended use. The Parks Department supports the Andover/Yancy/Avalon alternatives The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. With gratitude James	James Braunstein
04/25/2022	Please select any route in the Delridge area that avoids the tunneling and /or affecting parkland like the golf course along Genesee Street. Isn't the route up Andover/ Yancy to Avalon also the least expensive for taxpayers as well?!? That should definitely be a preferred route. Thank you	Charles Irwin
04/25/2022	I'm writing to support the IBB-1b alternative route for the light rail. My main consideration for this is sparing the manufacturing facility for Dusty Strings in Ballard. I purchased my first harp from them 30 years ago - before we'd even moved to Seattle. I consider them a treasured and integral part of Seattle and one of the main reasons I still visit that part of town. I now live in Lynnwood and I'm excited for the light rail to reach here to make travel to the city easier, and I know that there will need to be compromises, but I consider Dusty Strings iconic, and if their facility is impacted by the construction it is unlikely they could remain in Seattle. Thank you for your consideration	Karen Corey
04/25/2022	The Interbay/ Ballard option should be the 15th Avenue route. This would benefit the Ballard Food Bank with their services/ customers. They just built this new place and the 14th Ave option would be detrimental. Thank you,	SUSAN ULRICH-ANGELL

04/25/2022	The Ballard Station needs to be located below ground at 15th Ave and Market St, or further west (17th Ave or 20th Ave). Placing the station at 14th Ave will negatively impact our industrially zone businesses and breweries by putting too much transit oriented development pressures on those businesses/property owners. Not to mention that the density is west of 15th Ave and the ability to absorb more density is still west of 15th Ave. By placing the station at 15th Ave, or west of there, you will be putting the station into the heart of the neighborhood, where everyone already is and where future riders will want to go. Plus, the cost to allocate all the needed properties along ST's preferred alternative, and the new high bridge requirements put forth by USCG (high bridge now has to be at least 205 feet high) will undoubtedly bring the preferred above ground alternative closer to the cost of a tunnel, and the Ballard community wants a tunnel with a below-grade station at 15th Ave and Market St, or further west (17th Ave or 20th Ave).	Devin Reynolds
04/25/2022	I am concerned about the proposed route's destructuon of 3450 16th Ave W, Seattle, WA 98119. For long-time establish small local businesses, good operating locations are not fungible, especially in Seattle's increasingly competitive market. I hope that an alternate route can be chosen that understands small business to be as much a part of Seattle's long-term future as the big corporations are.	Thena Seer
04/25/2022	Public transportation is essential for Washington to achieve clean energy goals, reduce carbon emissions, supply affordable transportation options to those in needs, and connect our communities. However, given the sordid history of large scale highway and transportation projects dividing Seattle into differing income areas and undemocratically displacing low-income, minority peoples, imposing construction burdens on cultural and low-income neighborhoods, and continuously impacting business areas with construction, it is time for Seattle to re-think how we made transportation decisions and who is disproportionately being affected in those decisions. The West Seattle/Ballard Link extension should not be constructed in the International District/Chinatown station. This area was cut through by I-5 and has become a transportation hub largely without the consent and buy-in by this community. They are heavily burdened by transportation pollution and see the impacts to their business and the erosion of their rich cultural identity by the decisions that are being made above them. Seattle has a commitment to incorporating racial justice and equity into their agencies decision-making and I urge Sound Transit to take that into consideration as they work through their DEIS. The South Downtown area is something that make Seattle unique and special. These neighborhoods offer an experience you won't find in the rest of the city and are an essential part of our history. Continuing to ignore the concerns of these neighborhoods while prioritizing the voices of rich, white neighbors is not a precedent we should continue. Seattle needs to show these communities that they are of value and not disposable, as we have done time and time again. If not to protect the culture of these people and our city, to combat the pollution that these additional transportation projects with bring with them. Please listen to the people. There are other options for the Link extension--let's honor this community before it's too late.	Samantha Tarvin
04/25/2022	the 5th avenue plan displaces too many small businesses in id. use the 4th ave alternative	Aspen Yap
04/25/2022	I think the options that include the line going up Genesee street would not be ideal due to the height of the track. I would prefer to see the Andover street options, it locates the line closer to Nucor and seems to preserve the residential areas a bit more compared to other alternatives. The Andover options also minimize the displacement of houses and businesses. I also would like to see one of the tunnel options for the Junction station, an elevated rail section would detract from the character of the neighborhood at that location.	Chris Keenan
04/25/2022	Please no elevated sections if possible. I like the preferred alternatives with a station at Alaska Junction.	Steve Ramels
04/25/2022	Current plans for light rail extension will displace 19 businesses in CID. I'm urging you to look at options along 4th ave s instead to avoid disrupting small businesses as the CID thrives due to small businesses in the area.	McKenna Haley

04/25/2022	Dear Sirs and Madams, we write to you on behalf of the planned expansion of the Sound Transit light rail system and its effects to our business regarding harps. We are located in Germany and can't say what the best solution for Seattle might be, but we'd like to offer a point of view to the unique business of Dusty Strings, which is located at 3450 16th Ave W, Seattle, WA 98119 - on one of the possible routes of the Interbay/Ballard segment, EIS pages ES36 to ES44. We trade with several brands in our Harp-Store in Germany, Dusty Strings being one of them. They are among the four biggest harp-building companies in the world, their instruments are rennomated and loved all over the world. Covid has already left it's impact on the availability of their harps, a further interruption of their business would tighten the situation even more, and it would be a great loss for the harp-playing-world, as there simply is no equal in sound and durability to the so well manufactured instruments from Dusty Strings. As we are also crafting harps, we have some insight view into this business. Harp building is not a business where you can move 100 machines and 65 employees into a factory hall and start the process. For the building of fine-crafted musical instruments you still need a wide range of manual work, and a clever way of connecting the work-space of machine-work and manual work. To build up those chains of drying wood, the right ambience for milling, glueing, stringing, storing, etc. is not easy and needs certain circumstances: Dusty Strings (as we learned by visiting them in Seattle) has a unique, perfect and highly effective way to build harps at a reasonable price, thanks to a tailor-made building for their business, they built in 2002. A lot of musical instruments are built in Asia in these times. To interrupt a "grown to perfection" production, that can compete on the world-market, with really perfect instruments, could endanger this business. Dusty Strings might not be among the biggest companies that you have to deal with when you realize your railway, but for sure among the finest and of worldwide importance for a huge community of harp players. If you have alternatives for the trail, we would be very glad if you considered and prefered them. As we understood it, that would be the Elevated 14th Avenue Option (from Prospect/15th), IBB-1b. Thank you! Klaus & Annika Regelsberger artefakt Instrumentenbau Annika & Klaus Regelsberger Wolfsgrubengasse 11 91126 Schwabach Tel. 09122 6947854 info@artefakt-musik.de www.artefakt-musik.de USt.-ID-Nr. DE245934538	Klaus Regelsberger
04/25/2022	I live at 909 5th Avenue, Unit 1003, Seattle, WA and we remain very concerned about the impacts of the transit project including noise and access to our parking garage from Madison and Marion Streets and our designated delivery/loading area on Madison just west of 5th Avenue. We need our current designated delivery/loading area for move-ins/outs, furniture and other deliveries, etc. as we do not have an alternate loading dock/area. Potential designating and offsite delivery/loading parking area is simply untenable.	Aaron Wilson

04/25/2022	The existing options being shown for the West Seattle connection are far too impactful on low income communities in West Seattle. We can absolutely not displace that many families. We need to focus on tunneling as much of this infrastructure as possible and not locating stations on existing residential areas as we can. The Delridge location is particularly problematic. The north option is the only one that is legitimate at all and would be able to serve an existing functional neighborhood without fully disrupting an area that has a unique character and history. We cannot further impact our lower income communities for the sake of those literally on top of the hill who already have so much more. Covering a neighborhood with giant concrete pilings is not reasonable. This project needs more focus on long term implications of the urban design challenges and compromises. Place these massive stations and their tracks in areas that are already compromised by infrastructure, don't spread that impact further into communities. A north located station is the only way we protect a community and serve those who most need these transportation options.	Erica Bush
04/25/2022	As a Seattle resident I am willing to pay more for the best long term solutions. In my opinion the best solution on the Ballard end is a tunnel to the 15th street area. Or an elevated option that builds a new Ballard bridge for vehicle traffic and rail to the 15th & Market area. In the elevated scenario the new bridge should be built higher to significantly reduce bridge openings. I would like to see the preferred alternative, including all stations as proposed. (With the exception of the Ballard end) Reducing stations should not be considered.	Charles Mika
04/25/2022	I strongly urge the planners to adopt a tunnel route for West Seattle. The pillars which support the tracks cast giant shadows on the neighborhoods they travel through, are unsightly, diminish the environment and property values. A tunnel is the obvious best choice from a design, noise containment and beautification of the junction triangle area. If the planners cannot be persuaded adopt the tunnel version, then the shortest route - along Fauntleroy - makes the most practical sense. The Alaska Junction is already traffic-choked and a large rail station or platform will destroy the small-town, classic neighborhood feel that draws pedestrians to the area to live, shop and patronize shops. Again, the large, ominous shadows not only harm property values, but diminish the experience of living and walking in the Alaska Junction area. A mass transit project in the Alaska Junction would mean death to many small businesses and is an unnecessarily expensive idea considering it only saves a traveler 5 minutes of walking - WHICH IS PARAMOUNT TO GOOD HEALTH, ANYWAY.	Patrick Manley
04/25/2022	While I'm annoyed that the Sound Transit reps supposed to conduct an in-person presentation at Delridge Library Apr 20 simply walked around the neighborhood and wasted my time, I do have a more important request. It is my experience as a former news photographer that neighborhoods in the way of public projects (freeways) experience higher rates of crime and misfortune, such that land speculators can buy up properties and profit when eminent domain kicks in to buy up properties. I'm am asking for a Human Impact Statement that researches the longevity of prior owners and heirs of valuable property in the way of Sound Transit's projects. Thank you.	STEVEN RICHMOND
04/25/2022	I have lived in W Seattle since 1990. I have used and appreciate the bus service to our area. I do not see the cost benefit of building mostly elevated tracks to Alaska Junction. The plan to run over the W Seattle High Bridge bears a high risk and running to the Alaska Junction will forever change the local character of the neighborhood	Paul Dorvel

04/25/2022	The Tunnel routes are obviously the best and most practical. The bridge options should not include an opening span as that would be dangerous for an automated train and impractical as a dependable transportation option. The new Coast Guard standards for fixed spans is 200' clearance to accommodate super-yachts but the Aurora Bridge clearance of 167' makes that unnecessary. Still a fixed span as high as that would be needlessly expensive. A tunnel under the ship canal is the only practical way to go. The biggest problem with this line is that it comes so late in the game. Ballard has needed this line since the monorail was discarded and yet, communities already served by freeways have somehow pushed themselves to the head of the line. Ballard needs this built sooner not later.	Paul Kahle
04/25/2022	If a tunnel option is competitive in terms of cost estimate, then let's go with the tunnel. Preferably on 15th or 14th and upzone the area after the required land is acquired.	Derek Armstrong
04/25/2022	The ballard station options are all disappointing as they do not serve the heart of Ballard, but instead a neighborhood that we hope will grow some day. A location on 14th or 11th would be great for an ST4 package going to Fremont, but not what is useful now. Please please please please reconsider the Thorndyke portal option as a route that serves the heart of ballard with reasonable feasibility and affordability.	Carson Baker
04/25/2022	I believe Sound Transit should use the route that would save the west seattle golf course	David Meyers
04/25/2022	Hello, All of the options for a station on 5th Ave will greatly affect the Chinatown International District. As a long time community member of the neighborhood, it is sad to see long time small businesses being displaced and residents of the neighborhood having to live in years of construction that would affect their daily lives. Please look more into the options for a station on 4th Ave. Sincerely, Feng Ying Yuan	Feng Ying Yuan
04/25/2022	I am a resident of the International District since 2017. I am commenting in opposition to both of the 5th avenue routes described in ES.3.1.2.2. Those routes are extremely disruptive to the CID community, which would lose many great small businesses on 5th avenue, alongside the residents that would be displaced during construction. This is a very active and great Seattle neighborhood that deserves as little impact as possible from city planning, especially considering the historical treatment of the community. If this expansion goes ahead, please prioritize the livelihood of the International District community and opt for one of the 4th Avenue routes.	Caryn Livingston

04/25/2022	I am really excited about a West Seattle-Ballard light rail extension. I have several comments after reviewing the plans. New downtown tunnel must connect with as many existing light rail stations as possible to both avoid congestion of transfer from one line to the other following sporting events and connections to the airport - see my comment about the stadium station below. Stadium station should be a shared station for both lines. Currently the stadium station and int'l district station serve as locations to access both stations, and are extremely congested. The ability to take the next available train would ease congestion if this was a shared station at grade. Maybe that means moving the existing station a bit South. Perhaps an alternative to this is to ensure that the existing SODO station becomes a shared at grade station, so that bus transfer can occur along the bus line to transfer to the stadium easily. Perhaps begin the tunnel between SODO and the Stadium station so that there is minimal disruption to the existing light rail line. Priority should be access to Climate Pledge Arena, as this will only add congestion as the Kraken, Storm, and Sonics (we can hope right?!) all will play at the arena. Along with connection to the existing SLUSC line at the Denny station (or Westlake) Plans down with minimal impact to historic buildings and businesses in the int'l should be favored. The West Seattle bridge needs to be replaced and should be built with Light Rail in mind. The current bridge should be demolished and a new bridge built simultaneously with light rail in mind. Failure to do so will only create more cost later. This should have been done with the SR520 bridge, and was not, and the NIMBYs should have been ignored for the better of the good of the people.	Matthew Brewer
04/25/2022	The tunnel option seems the least disruptive and is not much more cost-wise. It seems more disruptive environmentally to do any of the above ground options.	Chandra Hicks
04/25/2022	As much as can be underground should be underground. Not only are elevated tracks eyesores, they prevent the beneficial utilization of real estate in the city. This is particularly true along south Queen Anne and Elliot Avenue. Elevated tracks are unsightly and will provide more area for homeless encampments rather than used for residences and businesses that pay taxes. To say that current businesses that will be displaced will go elsewhere misses the point. It is the property itself that provides revenue regardless of which business is currently there. Thus not only is the cost to purchase such prime real estate high, there is the additional cost of deprivation of future revenue. Ridership will not counter that cost as the ridership will be the same regardless of whether it is elevated or a tunnel. There is the additional cost of the extreme and lengthy disruption while elevated tracks are installed. Look at any city with elevated trains, they are a blight. It is inconceivable that such a system would be intentionally put in place in Seattle in prime real estate. The projected ridership is not based on current projections. Fewer and fewer businesses are locating in downtown Seattle. More and more are allowing for work at home, thus the need for the lightrail is much less than originally projected. Ridership will never cover the cost of the light rail. Further, while the time from Market Street to downtown may be reduced (by a few minutes) from what current bus service provides, this does not factor the time for riders to get to Market Street. For example, if a rider takes the D bus to get to the Market Street station in Ballard, then has to wait for the light rail to get downtown, it would be easier and quicker to stay on the D to downtown. There will be little, if any, benefit to taking a bus to the light rail and then to take the light rail, unless one is going much further than downtown Seattle.	Jeanette Brinster
04/25/2022	I wanted to express strong preference for tunnel stations at the Avalon and Alaska Junction Stations of the West Seattle Junction segment (WSJ-3a, WSJ-3b).	Ethan Grossman

04/25/2022	I live in Magnolia and will comment only on the Ballard project. I prefer the tunnel option to keep -5th open to vehicular traffic. Please consider moving the terminal away from the -5th and market intersection. This is a highly traveled route and congestion should be avoided. The location of the present bus stop should have been located north of market to facilitate free right turns from 15th to market. There is no reason to black traffic at that bus stop with transit when it could have been located north of market. Keep vehicular traffic in mind when locating the new light rail system. Cars continue to move most people and sitting at traffic lights does nothing to reduce our carbon footprint or improve efficiencies. Thank you.	Tim Washburn
04/25/2022	Ballard Link Extension - two general comments: Westlake to Seattle Center - focus on population centers 1.a. - Use preferred alternative Westlake Station and (red) line 1.b. - Provide a station central to Amazon Land (between Pine and Denny) and transition the route to the blue line alternate 1.c. - Provide a station serving South Lake Union, located generally in the 8th and Harrison area 1.d. - Drop the station at 99 and Mercer - saves $ 1.e. - Keep the station at 1st N and Mercer - serves Uptown more and reduces congestion in the middle of the Seattle Center. 1.f. - Return the route to the preferred (red) line at a station on Elliott between W Galer and W Prospect 2. Interbay to Ballard - focus on good ped/bus connections 2.a. - Keep the preferred line just east of the BN rail yard but locate the Dravus station closer to 15th W and the rapidly growing "Dravus Village" and bus connections along 15th W. and to the Magnolia area. 2.b. - Tunnel under the 'cut' along 14th W - simplest in the long run. Thanks for the opportunity	Mark Spitzer
04/25/2022	I would like to express my desire for a formal study on the Gondola option. I encourage Sound Transit to give this option serious consideration and the reach out to a knowledgeable source to evaluate the plausibility of this option. Factoring in the cost, the impact to the various neighborhoods and the time it will take to deliver light rail I believe the Gondola to be a viable option. The amount of housing and businesses that would be effected by the various proposed light rail options are significant and not to be easily discounted. Please perform a through investigation into this option. If it does not pencil out then so be it, but please do not discount it with the limited information that you have shared to date. We as taxpayers deserve better than that!	Frank Immel
04/25/2022	Page 2-28: The DUW-2 does not impact any private homes. It does not impact the steep slope of north pigeon point. It does not impact nesting great blue herons. It will build over the port facilities and will not have a significant long term impact on port activity. This seems like the best approach.	Scott Morgan

04/25/2022	Hello, I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. When I was working downtown, pre-pandemic, I rode the light rail to work every day from the time it opened, and also rode it for personal trips whenever possible. It is without question a vital part of our larger community, & I believe in & support public transportation. However, I oppose any of the new route alternatives that negatively impact the West Seattle Golf Course, & support any route/project that maintains the course as part of the Parks system.. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. My reasons: The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for; and, the Parks Dept supports the Yancey alternative. Presumably the budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B? Almost certainly costs will increase over the years of the project. The private property disruptions & business disruptions are similarly less, or close, for both Yancy alternatives, (from 607 for DEL1a down to 201 or 487) ? The loss of substantial Parks/City revenue, & loss of recreation opportunities for tens of thousands of golfers - City Parks users - each year would not be impacted. Not only does the golf course serve the West Seattle community, it serves all of Seattle & much of the larger region. (it has also been lauded in at least one national golf publication as one of the best municipal experiences, & courses, in the country). Longfellow Creek would have no risk of damage to the fish or the creek. The mature trees all along the North edge of the golf course would not be cut down. In planning for the future of the region, and the well-being of all, we must choose options that preserve good things. The City parks are without doubt good things, and should be maintained (and, please see #1 above!). This particular part of the Parks, West Seattle Golf Course, is an important, & historical, part of our City, and must be kept. thank you, all, Sincerely, Forrest Schofield	Forrest Schofield
04/25/2022	Page 2-36: The DEL-5 option seems to be the least impact to the north Delridge neighborhood. It allows the full NW corner of Delridge and SW Andover to allow better truck access to Nucor, to create great bus transfer flows since the entire area will be rebuilt. Most riders will be accessing this station via bus, so why move it further south and wipe out a neighborhood and getting rid of those possible walk up riders.	Scott Morgan
04/25/2022	Page 2-42: If we are going to tunnel, select WSJ-3b. This puts the station nearest to the heart of the Junction and separates the Avalon and Alaska Junction stations to their own rider shed areas.	Scott Morgan

04/25/2022	Hello, As a longtime resident and property owner in West Seattle I am excited by the prospect of mass transit/light rail connecting our community to the downtown core and other regional transit hubs. It is a necessary change to help manage the growth in population and the need for reliable, environmentally conscious transportation. My comments here center on the West Seattle extension and the alternatives for the Alaska Junction station specifically. First and foremost I want to convey strong opposition to the two preferred alternatives proposing an elevated track (PINK, WSJ-1 and WSJ-2). An elevated track would have significant negative impacts on the noise, aesthetic, and feel of our community. An elevated track would also cause the highest number of residential displacements at a time when housing is in short supply and prohibitively expensive for many in our region. Comparatively, the PINK preferred alternatives scored lower than the remaining alternatives in performance with the Elevated 41st/42nd option (WSJ-2) receiving the lowest overall performance rating of all the alternatives proposed. I strongly support the selection of a tunnel alternative. There are several tunnel alternatives proposed (BROWN and BLUE), and the opinions and impacts to residents along the routes should be given the most influential consideration. As a resident most impacted by the Alaska Junction station, my preference among the tunnel alternatives is WSJ-5 (BLUE, Medium Tunnel 41st). This option received the highest possible performance rating (darkest blue in every category) and displaces the fewest number of residential units. Further, this option would be least disruptive to other street level transit (bus, bike, car) and place a station at the heart of the junction business district, supporting local economic activity as well as connections to other transit options (RapidRide, bike lanes, etc.). In closing, an elevated track to an Alaska Junction station is NOT a good choice for our neighborhood and our residents. Please preserve the beautiful, above ground aesthetic of our neighborhood and choose a tunnel alternative. Preferably one that displaces the fewest number of residents and offers the highest possible performance. Thank you.	Dana Harrison
04/25/2022	I am reading with increasing concern that Sound Transit may actually spend valuable time and resources considering (or, at least, make it look they are considering) the ludicrous West Seattle gondola alternative to light rail which is being heavily promoted by a small band of activists: (https://www.westseattleskylink.org/). This is such a plainly ridiculous and not fit for purpose plan that it would be an egregious and offensive waste of taxpayer money studying this to assuage a small band of clueless activists who must have no idea how a mass transit system actually works because they probably have never used one. Please do not humour these people, or try to fend off their campaign, by offering to spend time and money considering it. It should take ST about 5 minutes to set out half a dozen reasons why the gondola is a terrible transit "solution", from its poor capacity at rush hour (when it matters) to the fact it takes longer than cycling the same route, to the fact it requires so many multi-modal changes to apply to a normal commute to downtown (bus, gondola, transfer to already-full light rail train in SODO). ST would get far more respect and support in the community it serves if it would definitively and firmly reject stupid ideas instead of pandering to them. Respectfully, Mike Tanner - West Seattle resident	Michael Tanner

04/25/2022	I am one of the many people who work at the intersection of Delridge Way and Andover Street that would be impacted by the creation of a new Sound Transit Link in this area. Every Delridge Segment option identified in Section ES.3.1.1.3. (pages ES-13 to ES-18) except for DEL-5 and DEL-6 would "displace" our company's office building at 4000 Delridge way and have severe negative impacts on the company as well as the numerous others in this area. Additionally, I do not understand why your preferred options are the ones that displace the majority of residences. Options DEL-5 and DEL-6 may displace a few more businesses, but would displace a comparable amount of employees at those businesses and would displace far fewer residences. DEL-6 displaces 3.5 times less residences than DEL-1a; costs $300 Million less; does not impact any parks; does not impact any historical properties; is the least visually-impactful; and has the least construction transportation and noise impacts. To be frank, I do not like any of these options and do not think this is a prudent use of public funds, particularly since by the time construction on this project is complete, the West Seattle Bridge should be available for use and the majority of West Seattle residents will be using it for transportation; and the greatest need for alternative transportation into and out of the area will be gone. Please recognize that every option except for DEL-5 and DEL-6 will displace our business with absolutely no guarantee that a new office building can be found that meets our needs. The 4000 Delridge Way Building was constructed with our specific business needs in mind, at great financial risk to the building owners, and losing it would be devastating.	Riley Montemayor
04/25/2022	Stop displacing our beloved community businesses and catering to the white rich folks of Bellevue. We've worked hard for this country and have a right to keep this place as our own. If you will continue on with this project, we will mobilize and we will not be afraid to push back.	Noelle Evangelista
04/25/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Geoffrey Croghan

04/25/2022	I am curious why if the first preferred Tunnel option is the same est. price as the bridge why we would go with the bridge option. The bridge option displaces many more people, businesses and disrupts much more than the tunnel option. I am also very interested to know what the plan is after the Ballard ext. is built. Is the plan to continue it further north at some point? I don't see how the elevated option has a great route going north or East. In light of that wouldn't the Tunnel give us more options in the future? I recognize we cannot know all the factors for the future or what we 'might' want to do etc. but I don't see any projections in any of the studies on if we want to connect this somewhere and what that would look like if we choose this option vs another option. We are already planning this for approx. 15 years out but I wouldn't want us to have created a dead-end that then creates more work for Seattle down the road. I would push for the first Tunnel option since the cost is projected to be equal to the elevated bridge and I think it leaves Ballard with better options and less negative impact.	Amber Isaac
04/25/2022	from 1980 on I have rented then owned property in West Seattle! Nothing but promises of better bridges, water taxi, monorail, gondola and now light rail. The broken and under repair high-level bridge was the only real improvement in "40 years". I have sat on public transportation busses in traffic for hours to see that the bus lanes only partially work. Still cannot reliably designate an arrival time downtown with less than a 45-minute window, often it is more. Considering the entire off hour trip by car or bus takes less than 20 minutes My point start building something to actually free the West Seattle 80,000+ and finish it in my lifetime!	Nolan Koreski
04/25/2022	I would like to submit a vote for either the Tunnel 41st or Tunnel 42nd options for West Seattle. These are the least disruptive, most forward-looking alternatives. Thank you.	Rusty Welch
04/25/2022	I am a long time west seattle resident and metro bus commuter. I support the alternative that places a station terminating at Fauntleroy. It would avoid having such a large impact on the existing Alaska Junction community and neighborhoods. Both the elevated and/or tunnels that would be needed to place a station just a block or so west seem excessively and unnecessarily intrusive and expensive. The Fauntleroy location is already a hub for commuters and is a much wider street. If for some reason that I am missing the station farther west is required - than I support a tunnel and taking the time needed to find third party funding.	nancy craver

04/25/2022	I am writing to advocate against using 14th Street in Ballard as the new light rail route. I live between Northgate and Roosevelt stations and am a huge proponent of public transit and its expansion in Seattle. However, I'm also a Ballard Food Bank volunteer and supporter and know how devastating the significant construction along 14th Avenue would be for their service model and their clients.. They exist to connect some of the most vulnerable in the city with food and critical resources - and public transit also seeks to connect those same populations with work, services, recreation, and loved ones. Along with the other benefits it provides. Please do not use the proposed 14th Ave route for light rail expansion; use 15th instead.. Thank you for hearing me out. Mary Evans	Mary Evans
04/25/2022	Greetings: Please see the below comments regarding the WSBLE Draft Environmental Impact Statement. We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. In reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. Not only would they force our office building to close they would essentially demolish the surrounding neighborhood. When we built our building at 4000 Delridge Way the city encouraged us to make it as nice as possible and required us to add the parking structure so as to improve the visual appearance of the Delridge/Andover corner. We have been good neighbors and helped to keep that part of the Delridge corridor a thriving business district. There are very few commercial buildings that would fit our needs and it would be devastating for our business and employee morale to have to leave West Seattle. It seems DEL-5 or DEL-6 are superior options generally, due to less neighborhood impact. Specifically, these options would allow us to remain on our corner and prevent any disruption to our thriving business. Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. Our business would face great hardship if we had to leave West Seattle. DEL-5 and DEL-6 seem to be a more logical route for Sound Transit as per the table on Executive Summary ES-18 – the noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. Furthermore DEL-5 only impacts 2 historical buildings and DEL-6 impacts 0, furthermore DEL-5 and DEL-6 have zero impacts on park and recreational resources, whereas the first four options impact a park and golf course. Additionally, the DEL-6 option is cheaper than the others making it a great choice since construction costs are rising at a dramatic rate. We disagree with the predicted ridership rates as maintaining the business district near the Delridge/Andover corner and adjacent buildings would increase ridership. The traffic impacts may be challenging and we will be prepared for those; however, a year or three of traffic inconveniences is a small sacrifice for being able to keep our building, particularly since we just went through a major upgrade to Delridge Way and have dealt with the more than two year closure of the West Seattle Bridge. The 4000 Delridge Way building is home to our family business and has provided hundreds of folks jobs over the years, forcing us to sell this property would be devasting as this building was designed and built to be a long-term investment with the highest quality of materials, including locally source wood siding and interior beams, as well as copper cladding. It is designed and built to last even in a changing climate. We have no intention of selling this property and would like to maintain it for generations to come. We implore you to please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.	Scott Vlotho
04/25/2022	The alternative routes with a tunnel near Fauntleroy/38th Ave SW area would help preserve more of the neighborhood in my area. We have good neighbors. Not sure how to suggest the page chapter etc. Thanks again	Jeremy Normann

04/25/2022	I'm writing to ask that Sound Transit please reconsider the route (for the West Seattle Ballard light rail) from 5th Ave to 4th Ave. Moving to 4th Ave is preferable to the CID neighborhood because it will not impact small business, whereas the current plan for 5th Ave will displace about 19 small businesses. Thank you for your time.	Anny Hunt
04/25/2022	I own property on 13th ave west. I am very much in favor of the 15th ave (blue) alternative. Placement at Dravus and 15th would give access to more people who could walk to the station, whereas Magnolia is hill separated and primarily individual residences. Queen Anne has more renters and more cars competing for parking.	jim klavano
04/25/2022	What good does this do to just run the light rail into The Junction? Why not down 35th Avenue SW, or Fauntleroy to the ferry, or Delridge through White Center (16th could use the economic benefit) and into Burien? Crosstown options would be helpful, too, somehow connecting to Sodo, Georgetown, and Southcenter. Businesses and residents being displaced should receive benefits that include new homes and businesses, and free travel for life on the system. Bad enough the scam that bought property and then the project was canceled years ago. And... given that I'm old, I expect I won't be here when this thing is finally finished more than a decade from now.	michael flynn
04/25/2022	Please retain the Avalon Station in West Seattle. The Alaska Junction is already very crowded and retaining an Avalon Station will take pressure of the Alaska Junction station. Additionally, an Avalon Station will be uniquely located to gather riders from the south travelling up 35th Ave SW.	Scott Ryan
04/25/2022	I strongly object to the versions of the West Seattle line that allow elevated rail above West Seattle Junction. It will destroy the center of our community. It is worth a year's delay to pay for the additional cost.	Candace Sullivan
04/25/2022	Hello, I am a frequent transit user and bike commuter from Northgate, where I own a home, and Fisherman's Terminal, where I work. I am very invested in sound transit developing an ST3 extension that works for generations of transit riders for years to come an better connects our city. For the Ballard station, I would like Sound Transit to follow the guidance laid out by Seattle Subway and study tunnel options that place a station closer to the core of old Ballard. A station West of 15th Ave would mesh so much better with the neighborhood and connect an already dense and lively neighborhood with the rest of the city. I can just imagine a Ballard station functioning like the great station in Capitol hill that so many people have come to rely on and love. For the downtown stations, in general please do what it takes to make those stations less deep. Transport times from grade to platform need to be as short as possible to make it easier for more people to use this service.	Simon Krauter

04/25/2022	Hello, myself and my fiancee are proud West Seattle home owners. We are an LGBTQ+ couple that finally was able to reach our dream of owning a home in 2021. As you may know, in our LGBTQ+ community, this is not something that is common. Our dreams are in jeopardy with the light rail plans. We worked hard to have our home and own our home. For that reason, I would like to see the Preferred Elevated Fauntleroy Way Station Alternative (WSJ-2) be the route that you go. The other route (Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1)) would cause us to lose our home. The Fauntleroy Way State Alternative is the way to go. It is the most cost effective for our tax dollars, effects a similar number of residents, but effects less employees and less businesses. It also has less effects on historical properties. We rely on many of these businesses and the number of businesses that would be effected by the 41st/42nd Avenue route would be horrible. Also, the number of employees put out of work would be horrible and devastating as well. There is a similar number of residents, and residents will be displaced either way. But if we can cause less harm to businesses and less employees to lose their job, that is what is better. We fought for our dream, and do not want to lose our home. Also, the Fauntleroy Way station has far less operational vibration, while maintaining a similar amount of noise. As a homeowner and taxpayer, I feel the Fauntleroy Way station is the most appropriate way to go, has less environmental impact, and is a cheaper, but effective option. I would like to see the Fauntleroy Way option implemented.	Victoria Hester
04/25/2022	We live at 4134 36th Ave SW, about .5 blocks from the proposed Avalon station. My neighbors and I all agree that we want a station nearer to us than Delridge or the Junction. Short-term savings are less important than long-term convenience and availability for both commuting and personal transportation.	Michael Monteleone
04/25/2022	Comment referred to section 4.2.2.2 We have lived in the Delridge area for nearly 30 years and can honestly say that a no build policy makes the most financial and environmental sense of all of the proposals. Displacing any more residences or small businesses in and around this area would devastate far too many people compared to the 'benefits' of a new transit system, especially since our current Metro and Sound transit systems are not being used nearly to capacity. It would be better to improve the Metro system here and avoid so much unnecessary expense and trouble to the local citizens and businesses. Thank you for your time and consideration.	Kanti Selig
04/25/2022	I do NOT support any options (below or above ground) along 14th Ave NW. I am in favor of options along 15th Ave NW. I support Ballard Food Bank and their ability to provide food and services to the community; the options on 14th Ave NW would be devastating.	Cari Morales

04/25/2022	Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. For Interbay I support Thorndyke retained cut [IBB-2a/IBB-2b]. For Smith Cove I support Galer street station/central Interbay [SIB-1]. I prefer Republican street station and for work to mitigate impacts to arts organizations as much as possible. Please study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible. Westlake Ave Station [DT-1]. Update vertical conveyances and aim shallower. 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. For Midtown state, make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. For SODO the best is the Mixed Profile Station [SoDo-2] and please study construction further North at the existing SoDo Station location. I prefer WSJ-5, but please study a better DEL-6 that is compatible with WSJ-5. Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible. Plan to build for future expansion in Seattle.	Jon Wright
04/25/2022	After the federal approved funding last week this would be the perfect opportunity to move the area into a cleaner transportation future.The jobs and money that go back into the economy will be a much needed boost after a tough recovery from COVID-19.Sky Link does not seem to be a replacement for the amount of jobs that will be created for decades to come.	Donald K Vardy
04/25/2022	I would like more information how the streets around my condo on Queen Anne will be affected during construction. I see that my building will be okay for the choices given but the noise and streets will be affected. Ballard link Newell Square 3609 14th Ave. W Seattle, 98109 I also want to comment on the China Town construction of using 4th or 5th Ave. Please be very mindful of the fragile Asian population in the Area. Use 5th Ave. Two years is a long time for construction and business will not survive. This happened during the Construction of the station near Franklin high and many Asian businesses just closed.	Heidi Yamamoto

04/23/2022	Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. *The light rail is all ready way over the original voted on budget($1.7 Billion) and based on all the other project history will likely be far greater than the $4.7 Billion by the time it's actually completed. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction. Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.	Tim Kappenman

04/23/2022	I would like to stress that Sound Transit consider the gondola solution as a feeder form of transportation to reach our goals in West Seattle. Please review the information below. Transit Time If you live south of the N. Delridge light rail station and want to take the light rail to Bellevue, you would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average wait time in chapter 3.4.3.3.1 does not accurately reflect any of this. The average, total travel time may be longer than using buses and driving a car and certainly less convenient. If the West Seattle light rail is extended beyond SODO in 2037, using it versus a bus may take about the same time. The travel times in Appendix N.1-3 are not realistic and seem to only reflect idealistic "best case" scenarios. Aerial engineering consultants have told us that it appears West Seattle gondola stations could be one story high. Therefore, if you took a gondola to go to Bellevue, you might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the always available cabins, ride it all the way to the ID, go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be a much easier and more convenient process and may therefore attract more drivers to public transit. Pedestrian and Bicycle Trails The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the lower bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4. Waterway Impact Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. ST should coordinate space requirements for that with SDOT and the DEIS should be updated to cover these requirements. Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain	

	on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther. Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours. Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org) Ecosystems Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue	

04/23/2022	Dear Sound Transit, Please consider a gondola to hillier northern parts of West Seattle and more light rail to flatter southern parts of West Seattle. Sound Transit evaluated multiple possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. For example, Need #4 (relating to serving low income, BIPOC communities – Chapter 6.1.4) was not even considered whenbstations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in high-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this. Another measure would have to be put before the voters to finance construction. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where a greater percentage of the population depends on public transit. One of the possible routes for that would be along the Duwamish where the terrain is flatter and provides wider existing rights-of-way than the hillier northern area of West Seattle. It's possible that building such light rail in combination with a gondola to serve the Alaska Junction, Avalon, and N. Delridge could cost about the same as building light rail to the Junction, Avalon, and N. Delridge alone. Thanks, Jim Little Seattle, 98105	Jim Little

04/23/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Sophia Keller keltiawind@gmail.com	Sophia Keller

	851 SW 127th Street Seattle, Washington 98146	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. As a Ballard resident I especially urge you to reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. 20th Ave NW is a much more central location for a station and this would also avoid potential bridge restrictions. Ballard is crying out for better transit options - please do this urgently!! Additionally I agree with the following: Do not eliminate any stations from what voters approved with ST3 in 2016! The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility! We demand and deserve more coverage of the city and surrounding areas in the future! In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jenny Hayes pajamas70@yahoo.com 7038 26th Ave NW Seattle, Washington 98117	Jenny Hayes

04/25/2022	I am writing in support of CID-1a and CID-1b only because they are the options that propose the less displacement of businesses than CID-2a and CID-2b (4.3.1.3.2). As an employee of Wing Luke Museum, and like other people who work or live in CID and are involved in its community, I do not want to see any businesses displaced at all. The businesses in the areas affected by construction of the extension are vital not only to the immediate area, but youth around the Greater Seattle Area. When I worked with youth at Wing Luke Museum, many of whom where from South Seattle, they shared with me that places like Oasis cafe were one of the few places they could go to spend time together late at night that were safe and welcoming. As a teen I too looked forward to making the trip from Bremerton (30 minutes by car, 1 hr by ferry, then taking the bus from Colman Dock to the CID) to the businesses around 4th and 5th Ave to patronize small businesses and enjoy food and drink that I could not find in my majority white hometown. The businesses affected by Sound Transit's proposals are not places that should vanish to make commutes easier (and I speak as someone who commutes from Tacoma by public transit.) They are beloved destinations for Asian Americans around the state. I see that Sound Transit is taking the historical context into account (5.4.5.1) and I'm hoping they make the right call to protect the CID.	Heather Chan
04/25/2022	I am writing to advocate that DEL 5 or 6 NOT be the routes in the West Seattle Light Rail Extension. In particular, Transitional Resources, a community mental health agency, is at 2970, 2980, and 2988 SW Avalon Way. If those buildings are torn down then they will have to move their agency elsewhere. Transitional resources serves people with Severe and Persistent Mental Illness. The clients are vulnerable adults, with permanent disability due to their mental illness. The agency's clients are in close proximity; almost all live within walking distance. If the agency had to move elsewhere, it would not be integrated with the clients and it would make it much harder for them to get needed services and medication. Tearing down Transitional resources profoundly impact the clients whom they serve, as well as the surrounding community who depend on TR to serve those most impaired and vulnerable. The current preferred rout that does not affect TR is highly recommended for the reasons stated above.	Julia Watkins
04/25/2022	I have read the draft EIS and the racial equity lens reports. While I currently live in North Seattle I will be using Sound Transit in the CID. My hope is that this historic and precious neighborhood is kept as unimpaired as possible. Therefore I would recommend either of the 4th Ave options. Too often this area of Seattle has been seriously disrupted with highways and stadiums. Be kind to this area for a change.	Linda Julien
04/25/2022	I wish to call attention to issues associated with the preferred Ballard line extension(purple). My hope is that due consideration will be made to avoid displacement of the Dusty Strings musical instrument manufacturing facility. Dusty Strings is a unique, family owned, community centric business that brings people and communities together through music. Further, they have fostered international recognition for their products as well as being a business that Seattle is proud to have. Small businesses like this are a fragile enterprise that could be irrevocably damaged by displacement. This is a treasure that should be safeguarded, please consider any alternative that could spare damage and displacement to this special business. My sense, from looking at the maps/drawings/explanations, is that the 15th Ave elevated variation would avoid that. I am saddened by the amount of displacement incurred, in all of the options and wonder why there was not an alternative utilizing the Interbay golf course. Surely reducing the impacts to homes and businesses is more important than an open space that benefits such a small percent of the population. Please reconsider your thinking. Respectfully	Eric Hardee

04/25/2022	I am commenting on the Delridge section of the West Seattle Light Rail project. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course! This is an amazing city park, and it would be a travesty to negatively impact this park in any way when there are options that do not do so. Thank you, Raelene Jeffery Seattle City Resident	Raelene Jeffery
04/25/2022	The Ballard line & station should go along 15th instead of 14th. 15th is closer to downtown Ballard and residential areas in the west. 15th is something of a dividing road in Ballard due to its size, making people cross it to access light rail would be something of a barrier. Any future extensions north would most likely run along 15th anyway since 14th effectively ends at Ballard High School so any route along 14th would have to detour in order to proceed north anyway	BJ Last
04/25/2022	I am writing to reply to section ES.3.1.2.2. Chinatown-International District Segment of the Draft Environmental Impact Statement (EIS) of the West Seattle and Ballard Link Extensions project. I am a lifelong resident of Seattle, having lived in both in both Beacon Hill and the International District. I am a second-generation Filipino American resident with intimate ties to the International District, a neighborhood created due to a history of systemic racism in Seattle. I am also a Public Servant, an Epidemiologist at the Washington State Department of Health. I am an avid supporter of comprehensive public transportation, but I am opposed to all options of expansion on 5th Avenue (CID-2a and CID-2b from the Executive Summary and the third option proposed on the Sound Transit website). I am opposed to these three options because they are at its core corrosive to the identity, safety, and wellbeing of the community within and connected to the International District. For residents, the negative impact on air quality and noise pollution are unacceptable for a neighborhood filled with elders and others who are marginalized in our already confusing and expensive health care system, which results in poor health outcomes. The closure of the 19 small businesses will have a negative impact on community cohesion because these businesses represent the International District's history of perseverance and resilience. I am writing to demand Sound Transit see the Internal District as a neighborhood worthy of preservation and protection, not simply as land to build and expand through. It would be grossly irresponsible for Sound Transit to move forward with any of the 5th Avenue expansion options. Finally, I'd like to provide some feedback for the materials presented by Sound Transit. While the construction proposal shows that these would be "quickest" choices for expansion, these options also come with lifelong consequences to the residents and business owners of the International District, as described earlier in my comment. Furthermore, the presentation of the five options compared side by side are clearly biased to show negative impacts for the 4th Avenue options. Specifically, slide 20 of the CID/SODO Virtual Public Meeting and Hearing hosted on March 24, 2022 show that 120 Residential Units are will be displaced. However, upon reviewing the Executive Summary of the EIS, we learn that it is the ICON Building that is affected but will not be closed during construction. To add to this, there are also residential units on 5th Avenue, including the 125 Residential Units in the Publix. I am concerned the 125 Residential Units of the Publix are considered or presented in either the online presentation or the Executive Summary. The Publix, built in 1927, represents the history and resilience of the Asian diaspora living in this city. The ICON Building, at the opposite end of the spectrum, was built in 2016 and provides little to no historical importance to the International District. In fact, it is a fixture of the rapid gentrification of the International District. The Publix also offers affordable housing options while ICON offers zero affordable units. It is disappointing to see that Sound Transit is, by design, omitting this information from the Executive Summary. I am urging the reader of this comment to decide against all three 5th Avenue expansion options.	Maryjane Bermudez
04/25/2022	Please keep the small businesses in mind and do not run the light rail though 5th Ave!!!	Shandi Jones

04/25/2022	Hello, I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. Thank you for building this section of light rail! I very much appreciate the need for this project. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration. Melissa Sherrow	melissa sherrow
04/25/2022	I am not thrilled that this will degrade rider service for just about all users, forcing a transfer, often to a deep station that will take 3-6 minutes to access, without providing substantial benefits. Please consider interlining with the current tunnel, and investing the savings into improvements in rider experience. Don't prioritize minimizing short-term impacts during construction at the expense of a degraded, low-ridership, poorly located, and difficult to access service for decades to come.	Cam Solomon
04/25/2022	I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. The Dusty Strings Company at 3450 16th Ave W. is an organization that is known worldwide through its exceptional and beautiful musical instruments. They were founded in Seattle and their harps are played by professionals around the world. We need this company to be spared the disruption of moving to a new location. The impact would be great on the company and its employees, and if there is a way to avoid losing this company in Seattle, I hope you will seriously consider it.	Anna Jenkins

04/25/2022	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station. 2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up. 3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road. 4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail. 5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes. 6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.	Stephanie Gough
04/25/2022	Burien needs reliable transit and should be considered for a light rail stop. The current bus routes to downtown all get stuck in traffic on SR509 in the morning or leaving downtown in the evening. The future expansion of SR509 is only going to make this much worse. The alternative route of taking a rapid ride and light rail via Tukwila takes even longer than the bus stuck in traffic. This is unacceptable considering the distance travelled. Why is Burien not being considered?	Sam Ostrander

04/19/2022	Dear Comments Committee and Alexis, I've read the history of the CID in the DEIS Appendix Attachments N.5C1 Historic Context and found several inaccuracies in the section on the CID. The author supports their version of events with an over abundance of quotes from the National Register nomination form that Larry Kreisman filled out. Although he is not a historian per se, he did write the history of the buildings proposed for inclusion in the Chinatown Historic District documentation. The community history he wrote of in a general way provided background for the construction of the historic buildings in the nomination form. I know this because I interviewed Mr. Kreisman by phone early in the pandemic on his work on the National Register nomination form for Chinatown. Since at least one of the events provided in N.5C1 occurred in my lifetime, I can provide primary documentation and oral history as support for correction. In addition, I have researched the City Archives and have copies of additional documents in order to give readers a fuller understanding of Mayor Devin's proclamation of an "International Center." Brien is on the cc because his late mother, Ruby Chow, is the subject of the documentation from City Archives. In order to help Sound Transit with making corrections, I will send you a more accurate version of the article, based on overlooked documents from the City Archives, lived history and oral history that I wrote up for Seattle Histories, Front Porch Blog "Chinatown Childhood" published on Dec. 1, 2021. I don't think my sending in a list of where CID history falls short would be helpful. I will do my best to get history corrections done and sent in by April 28. Betty	Betty Lau

04/19/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Cheryl	Cheryl Jacobs

04/19/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Thank you, Stephanie Ballard 1524 Magnolia Way West Seattle, WA 98199	Stephanie MacKeen

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Scott Percival scott.m.percival@gmail.com	Scott Percival

	6801, Greenwood Ave N Unit 414 Seattle, Washington 98103	

04/20/2022	Manager DEIS Comments, Don't sell us short on transit. We approved the ST3 so build it. We need more rail lines to get around the city especially as Seattle continues to grow. If you take away stations you drop functionality and people won't use it as much. Make it good so people use it. Below are detailed notes provided my Seattle Subway which I support in full. Thanks. Colin Ernst, Ballard resident The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).	Colin Ernest

	(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Colin Ernst monkfrog@gmail.com 8527 30th Ave Nw Seattle, Washington 98117	

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Rylan Conway rylanc24@gmail.com	Rylan Conway

	2205 Bigelow Ave. N. Seattle, Washington 98109	

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	19542 echo lake pl n Shoreline, Washington 98133	

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	954 East Union Street, Until 314 Seattle, Washington 98122	

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	949 N 35th St, Apt 100 Seattle, Washington 98103	

04/20/2022	Below is the canned Magnolia Community and I agree with it. I also want to add a comment. For a light rail to be convenient for Magnolia, we're going to need a station somewhere near/on the flats bordered by the Magnolia Bridge, Thorndyke Avenue on the lower rise up the hill, Furman Street bordering Fisherman's Terminal, and 15th Ave. W. The car overpass near Fisherman's Terminal is a dangerous trip for pedestrians trying to get off Magnolia and make the transfer to Transit bus 31 and over to Ballard. It involves passing under 15th on a hidden path, coming up on Nickerson, crossing three lanes of traffic to get to the Rapid Ride island facing west on 15th Avenue. For light rail to be convenient for Magnolia residents, there needs to be a station somewhere in the flats east of Magnolia hill....Bonnie McDonald 3823 23rd Avenue W. near Furman..... Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead	Bonnie McDonald

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	1819 23rd Ave Apt E220 Seattle, Washington 98122	

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	708 6th ave n Seattle , Washington 98109	

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	4935 NE Tolo Rd Bainbridge Island, Washington 98110	

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	2413 NW 59th St Seattle, Washington 98107	

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	20104 18th Ave NW Shoreline, Washington 98177	

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	4206 Bagley Ave N Seattle, Washington 98103	

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	420 Valley St Seattle, Washington 98109	

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	13521 37Th Ave NE Seattle, Washington 98125	

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	800 Seneca Street, 2308 Seattle, Washington 98101	

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	11805 8th ST E Edgewood, Washington 98372	

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	400 Boren Ave N. Seattle, Washington 98109	
04/25/2022	Some of the businesses at risk are the main reasons why I love visiting Chinatown and Seattle in general. People don't deserve to go out of business and lose their main source of income because of a transit system. I live an hour away from Seattle but go there often because of how much I enjoy the businesses in Chinatown. It's a beautiful community and co-culture. Chung Chun Rice Dog is the best place to get a Korean corndog, and all the workers there are so sweet.	TeAirra Lawson

04/25/2022	This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right. First of all, AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation for a cut-and-cover tunnel. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel. Second, DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding. Third, Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating. At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right. If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need. Do not create yet another example where in 20 years we look at what we have and ask how we were so shortsighted.	Nils Hostage
04/25/2022	I'm writing to recommend opening back up the 20th Ave tunnel option for the Ballard light rail extension. Putting the Ballard station at 20th Ave would benefit a multitude of small local businesses as well as pedestrian safety/access, as opposed to putting the station at 15th or 14th Ave. Putting the station at 15th or (especially) 14th Ave creates an unsafe environment for pedestrians entering/exiting the station, as 15th Ave is basically an urban highway with high speed traffic from both cars and buses. Plus, a tunnel as opposed to raised bridge would nullify the height issue that would be prevalent for boat traffic. Thank you for your consideration!	Thea Condaxis

04/25/2022	FWIW: I'm an avid supporter of Link and love riding it. I got up early on the first day it opened to Northgate just to take the trip. I want more Link to more destinations as fast as you can build it. With that said: I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Samuel Herschbein
04/25/2022	PG 41 Comments West Seattle and Ballard Link Extensions (WSBLE) Project, Chinatown Section As a member of the Seattle Community, and someone who works next to the International District and walks to work through the ID every day I feel strongly about prioritizing the AAPI businesses in this area. Businesses in this area have suffered enough during the pandemic. Further disruption and closure to 19 businesses would have a detrimental effect on the community, neighborhood, and individual families. We have to prioritize people over money. For this reason I strongly support the 5th Ave Shallow or Deep Alternative (CID/2A or CID/2B).	Kelly Stewart
04/25/2022	Regarding the Key Environmental Impacts of the Chinatown-International District Segment Alternatives on Page 41 of the Draft EIS, proceeding with the 5th avenue route (CID-2a/2b) instead of the 4th avenue route (CID-1a/1b) would not only threaten the livelihood of many small business owners in the International District, but would continue to threaten the cultural core of this area, which is a unique and important safe haven for our city's AAPI and indigenous cultures and communitites—in a time where Asian hate crime rates are extremely high, without care for this area, the city will continue to be taken from this community one street block at a time. It is crucial to keep the International District intact and give it the resources it needs to thrive. If the City of Seattle cared for the residents and business owners of the International District, a neighborhood with the city's majority of AAPI and Indigenous residents, the city would not move forward with construction on 5th avenue and instead proceed with the 4th avenue expansion.	Colton Weinman

04/25/2022	I live at: 3709 20th Ave SW Seattle WA 98106 and have been here since 1984. I'm worried that the route of the new West Seattle light rail will/could affect my property. Can anyone clarify this for me?	Lawrence Flynn
04/25/2022	Just Bild the Damn thing.....	Dale Gavey
04/25/2022	Hi, my friend lives in Delridge in the path of the Preferred Alternative for the Dakota Street station. I strongly prefer either the Andover or Delridge Way options to minimize the impacts to residents.	Kian Bradley
04/25/2022	Dear Sound Transit, I have lived at 5043 41st ave SW for 26 years. I have a home business frequented by clients 6 days a week for 24 years. I have lived in West Seattle my entire life. I'm sure you have heard all the sob stories about what a terrible idea it will be to build an above ground light rail system in my neighborhood. I'm here to confirm the notion that this light rail taking down so many single family homes and businesses is truly devastating for so many. We already struggled through the bridge being down and that impact. So many of us will not be able to afford or find another house that is suitable ore even close to what he have now. Even if some of us get to keep their homes, the staging and building of the light rail in its entirety will be agonizing for daily life. The above ground option will decrease the value of every neighborhood it touches. For many Of us, our home is our lifeblood and source of income. Not to mention our place of sanctuary. Please please remember we are not just addresses on paper. We are people with so much at stake. Thank you for your consideration.	Blythe Simmons
04/25/2022	The 5th Ave S option will close/displace up to 19 local businesses, so the construction in this area will seriously impact the entire neighborhood compared to the 4th Ave S option - which will cause road closures and displace only 5-8 businesses. We believe the 4th Ave shallow station will cause the least amount of harm to our historic buildings and community.	David Zhang
04/25/2022	Hello, I would prefer an alternative that includes a tunnel for the portion that goes into the Alaska Junction area. This is a vibrant, historic, local neighborhood shopping and entertainment district with a welcoming feeling and vibrant businesses that I feel would be lost to an above ground track and station. It's a small area that would be overwhelmed by an above ground option, and I would hate to see short term money concerns overrule what is best for this neighborhood in the long term. We should find a way to make public transit and light rail a meaningful and appreciated development for this little West Seattle Urban Village for generations to come, not just do what is expedient in this moment. Seattle has waited a long time for adequate public transportation, let's do it right! Thank you!	Felicia Egelman

04/25/2022	Thank you providing this opportunity to share input! I live in Ballard, so my comments pertain to the Interbay/Ballard Alternatives. I would like to share my preference for the Tunnel 15th Avenue Option. I recognize that this is the most expensive option and will require additional funding beyond ST3, but I think it's the best option in terms of community impact because ... It has the second lowest number of residential displacements, which is important given the housing crisis in Seattle. It does not impact the Ballard Food Bank, which is a vital resource for our community. It does not impact our maritime businesses, which are an important part of Ballard. It does not have any in-water effects and does not impact Tribal treaty-protected fishing rights or access. My one concern with the Tunnel 15h Avenue Option is that it will displace people who are living in a Seattle Housing Authority low-income housing building. I believe we need to prioritize this group and ensure there is another housing option available in Ballard. Perhaps part of the project could include building 25 additional affordable units in Ballard so these folx can remain in their community? Thank you for your time and consideration!	Willow Russell
04/25/2022	Please seriously consider putting the stations and rails to W.Seattle underground! It has already become overcrowded with all the newer high rise condos, etc. that have been jammed in over then past 10 years or so. Adding the rail and platforms would not only detract from the still 'almost' quaint atmosphere, but the noise pollution and crowded look would do more to drive folks away. PLEASE do the BEST thing. Thank you for the opportunity to comment.	Sharon Chafin
04/25/2022	I'm copy/pasting my spouse's comments, since I share the same thoughts: I would like to share my preference for the Tunnel 15th Avenue Option. I recognize that this is the most expensive option and will require additional funding beyond ST3, but I think it's the best option in terms of community impact because ... It has the second lowest number of residential displacements, which is important given the housing crisis in Seattle. It does not impact the Ballard Food Bank, which is a vital resource for our community. It does not impact our maritime businesses, which are an important part of Ballard. It does not have any in-water effects and does not impact Tribal treaty-protected fishing rights or access. My one concern with the Tunnel 15h Avenue Option is that it will displace people who are living in a Seattle Housing Authority low-income housing building. I believe we need to prioritize this group and ensure there is another housing option available in Ballard.	Karen Myers
04/25/2022	For the new CID station, I'd like to advise against option 2, on 5th Ave. I think the adverse impacts on disrupting and displacing many right in the heart of the International District outweigh the benefits of connecting to 5th Ave as opposed to 4th Ave. Thank you.	Sierra Ohlsen
04/25/2022	Please locate the light rail construction on 4th and not on 5th. Preserving the small businesses that keep the CID vibrant, create jobs and keep people coming to shop and live here is crucial. Prolonged construction will create a streetscape that resembles 3rd Avenue and will seriously damage the heart of our community if it is on 5th. At least on 4th the damage will be lessened. We want the area to come back after so much damage and neglect during the pandemic and destroying its heart basically telling us that we don't matter.	Karen Maeda Allman
04/25/2022	I strongly prefer the Preferred Elevated 41st/42nd Avenue Station Alternative (WSJ-1). Chris Miller	Chris Miller

04/25/2022	Hi, I'd like to note two things: Please consider a tunnel under Fauntleroy similar to WSJ-2. I believe this would help prevent high density residential building displacement and make a future extension easier. If WSJ-3a, WSJ-4 or WSJ-5 alignments are selected, use the Jefferson Square block (between 41st and 42nd similar to WSJ-3b) for station entrances and construction instead of the current plan to prevent displacement. This block will be in need of redevelopment for transit-oriented development after the Light Rail is constructed anyways. It would also prevent the displacement of multiple other high density residential buildings. Overall, I strongly urge preventing the acquisition of high-density residential buildings and I believe that the tunnel options would help in this endeavor. Thanks, Nigasan	Nigasan Ragunathan
04/25/2022	I believe the alternatives involving 5th Ave S should not be moved forward. 5th Ave is the main thoroughfare N/S through the International District and is full of buildings and businesses that would be displaced, in fact it would lead to the highest number of businesses displaced as shown in the public presentation. The small businesses are the heart of the international district and without them there would be no community. The SCID and its residents and community members have already been shown to be an afterthought with the construction of the navigation center and constant neglect from the city and resources. Those who have the softest voices are often forced to carry the largest burden, and in this case a soft voice may not even be heard because of language barriers or lack of outreach to the affected demographics. To add the new line on 5th would beat social injustice to a population that has minimal, if any, representation or advocacy in the development of this plan.	Alex Johnson

04/25/2022	Firstly, I'm concerned with the accessibility of the draft EIS. As you're publicly advertising it with QR codes throughout communities, and making it clear that you want community input and feedback, I was surprised by how difficult it was to get simple, clarifying information on your plans. If you actually want feedback, make a centralized, simplified pdf with all the information, as well as links to additional information if so desired. Trying to form an opinion regarding these link extensions took digging through 10-tabs worth of documents, google maps, a decent dictionary, and an engineer explaining schematics and concepts to me. Maybe I'm too young, and my attention span has been too demolished by technology and phones, but it was really difficult to understand this information. And if you don't actually want feedback and want to get past this stage of the process and just build the darn thing (which, fair), then that's great. perfect. doing it's job. But if you genuinely want feedback from different voices (from disabled people who'll be using this station, from low income people, from anyone who isn't an old white retiree with lots of time on their hands to express their opinions), then you have to make this easier. Also I think it's funny that you asked me to cite the page numbers for my opinions- what is this, English class? If you want me to comment on the specific pages, make an interactive version of the document. Anyway.... I'll mostly be commenting on the West Seattle extension plans, as this is my community, and where I have the most invested interest. So here are some miscellaneous thoughts: I get that the port is a brat, so they're gonna try to prevent the North of the WS bridge, but that route makes sense to me- less houses gone, less green space gone (aren't we not allowed to take park space?), seems like a win. I get that's not gonna happen. 2. Uhh I don't really care about where you put the Delridge Station. Just please, dear god, get some logical bus connections, look at an elevation map, and build a local infrastructure to support the station wherever it is. 3. I get it, we can't take parkland (unless it's pleasing to the port). Well and good. Does the golf course on Genesse really count? Yes, I know it does. You can't just go up to the city and say, "Seattle government, I know we love green space, but this is a space exclusively used by old white guys and smoking teenagers that requires a lot more resources and water than it provide good to the community, and wouldn't we rather take up five little feet of a golf course than wiping out entire blocks of houses on the other side of Genesse?" But really? nothing else to say there. 4. I like the idea of having a tunnel in this next section, and I also like the idea of having a shorter (height-wise) elevated path in the earlier section of the path. I understand that tunneling is more expensive than an overhead track, but with rising property costs, it's make more sense to not take a bunch of homes and businesses, and make a tunnel. 5. From here, I'd campaign for the 'Tunnel 42nd Avenue Station Option.' It gets close to the heart of West Seattle on California, without wiping out the crucial hub of business and homes that is Jefferson Square. That path brings me joy, and seems to make objective sense. 6. I don't think I have anything else constructive to add; If you're doing a Fauntleroy station just combine it with the Avalon Station.... I think y'all are pretty clever and smart, and can think of all these engineering and optimization and environmental and transportation things on your own. In fact, I expect you to, as it's your job. (I was gonna drop a relevant meme here but your comment box won't allow that... Have a good day, best of luck trying to get through all this red tape!)	Leah Morgan
04/25/2022	4 Ave S preferred to lessen the impact on local businesses.	Katie G
04/25/2022	I think that Seattle has lost way too much affordable housing in the last 20 years to give up even more affordable housing along 14th Ave West (Northwest slope of QA), even though it is for transit. We need to keep as much affordable housing as possible in this city. The preferred transit solution for connecting to Ballard should work around the affordable housing on 14th Ave West.	Leah Klein

04/25/2022	I frequently make use of the Roosevelt Station and use the North entrance. This is means I am familiar with the station depth of 90'. That climb is already punishing and long; and we should avoid creating similar depths where possible in high use areas. So, this means I have a preference for CID-1a(/CID-2a)(Although the Seattle Subway proposition would be better). We should also make the rest of the downtown stations as shallow as feasible. These projects should not be done without planning for future expansion, and so we should be planning for the long term. This means leaving ourselves open for extensions of the Ballard and West Seattle lines, designing our downtown tunnels to support high throughput of trains, and not letting short term costs make us settle for a less than ideal option. SLU (where I currently work) is not well served by either option presented, and the SLU waterfront is completely unserved by the light rail. Ballard is made much more accessible for all with a 20th Ave station. The Light Rail would be a more viable option for getting to the airport if we planned for an express line (with stops at South Park and Georgetown) to get to the Airport without the detour through Beacon Hill, Othello, etc.	John Lestina
04/25/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you Alfred	Alfred DeBlasio

04/25/2022	To Whom That Decides the Fate of Our Home and Future, I am writing to you from the perspective of a concerned third-generation Seattleite, husband, father, single-income earner, regular voter, enthusiastic lover of most things Seattle and as a person who now finds his home threatened by eminent domain. My wife Shannon and I purchased our home in West Seattle in December 2020 and were ecstatic to be able to move back to the city of Seattle, where we were both born and raised. Even better, we were able to find a home in West Seattle, where we have deep roots (some of mine: I was born in West Seattle, I was baptized at St. John's Episcopal Church, my mother's ashes are buried at St. John's Episcopal Church, I lived in West Seattle as a young man when Shannon and I met, dated and over time got engaged at St. John's Episcopal Church, my 82-year old father lives on Harbor Ave and is now a walking distance, the list goes on). A myriad of memories flood my mind as I sit down to comment on this project. I learned how to swim at the Fauntleroy YMCA in the early 1980's (our children are learning how to swim there now). I watched my first movie at the Admiral Theater. My most formidable early years of life were spent in West Seattle. Now we find ourselves potentially in the path of this project and facing eminent domain relocation. Having read the relocation hand book front-to-back multiple times, participated in the public meetings, applied to join the community committee (unsuccessfully), earnestly tried to participate in as much of this process as possible, to understand all the details, I continually find myself asking 'why is this happening?' We love our home and have no intentions to sell it. We quite literally saved our whole lives to buy this home and ultimately fought for the right to own it at one of the most difficult times to buy a home in Seattle. Our children go to Lafayette, love the school, and are thriving in the environment. Our son plays in West Seattle Little League, our older daughter sings choir at St. John's Episcopal Church and practiced ballet at West Seattle Performing Arts. We have every intention of continuing to invest in this community, and live positive change. As a family we routinely pick up trash in the neighborhood and take meticulous care of the shared land enclosing the sidewalks. We have ties to small businesses in West Seattle and have built our life here with every intention for it to be our permanent home. Now I sit at my computer, not entirely sure of what to 'comment.' Feeling a mix of emotions. Feeling like I need to pour my heart out, to somehow justify our worth, our legitimacy to be able to just stay in our home. What will ever be enough to convince a group that is tasked with the 'greater good of the community' by picking an alternative to move forward with for this project? What about our lives could ever compare to the ‘greater good?’ My sincere hope is that our story will contribute to a sum of potentially displaced lives, that will be enough. I list our attachments to West Seattle, our generational investments, because I have an optimism that it will be enough to save our home. We sincerely hope that the group deciding our fate will remove the Avalon stop from the project’s plans altogether. How much is the convenience of the stop worth compared to the displacement of so many families? From what I can tell, the other two stops’ plans appear to have reduced residential impacts in comparison. Whereas the Avalon stop alternatives all look to have significant negative residential impact; almost exclusively in comparison to commercial displacement. Some of the Avalon alternatives look like, if chosen, would leave us in our home, but still displace other families in the neighborhood. People we’ve come to know and like. People that also invest in the community, have children, go to the schools in the neighborhood, love their homes. So ultimately, no alternative is the choice we want to see come to fruition. I write this knowing that this was a voter-approved decision and there are laws to support its purpose and actions. I am commenting now to share our family’s truth, and to ask for the group to reconsider the need for the Avalon stop. If not for an overall project cost-savings, then to spare families like ours that have sacrificed, invested, taken care of and ultimately chosen to make this neighborhood our home. We appreciate your consideration for our circumstances. Sincerely, Jeremy J. Saulter	Jeremy Saulter

04/25/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Matthew Hafermann
04/25/2022	I live on the west side of Queen Anne and travel over Ballard Bridge several times a week. I also kayak Salmon Bay. I know several families who live or rent along 14th Ave West. This is an area filled with apartment buildings and affordable condominiums. I am opposed to the elevated option for the Interbay/Ballard segment for several reasons: It would displace several households and affordable housing. Housing is costly in Seattle especially in the Queen Anne/Ballard areas. There are very few apartment buildings on the west side of Queen Anne. New construction is usually costly condos. This could potentially add to the homelessness issue in Seattle. It has greater environmental impact compared to the tunnel options. it would be visually unsightly. The tunnel options (IBB-2a or IBB-2b) are equal in cost to the elevated option and have least environmental impact and would not mar the skyline. Please take this into consideration. Sincerely, Marivic Borromeo	Marivic Borromeo

04/25/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down	Monty Schilter
04/25/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Brandy Fouts
04/25/2022	Please eliminate the Avalon station and use the money saved to tunnel from the Delridge station to the junction.	Kathryn Vitelli

04/25/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Dusty Strings is one of the finest harp builers in the world. They ship their harps around the world. Their relocation woukd have global repercussions. Sincerely, Sunita Staneslow (professional harpist)	Sunita Staneslow
04/25/2022	I wish the ballard segment would serve Ballard Hospital and the Ballard Business District at 20th and Market. Instead of creating another dense area at 14th. I feel it should build on the density already on Market St between 20th and 24th.	Carolyn Davis
04/25/2022	We should learn from history especially from our errors and from racist actions that we find ways to justify. The division and disruption of communities of color by large infrastructure changes has been cited repeatedly as morally wrong and evidence of our racist way of viewing these communities. Already divided by I5 and again damaged by the building of the Kingdome, this time we must choose to treat Chinatown/ID with the respect and honor it deserves as a valuable and historic community. For that reason the 4th Ave option which is somewhat less disruptive to this community should be selected. Government needs to stop repeating the pattern of destruction and disruption on Chinatown/ID	Ellen Kahan

04/25/2022	I am a resident of the North Delridge/Youngstown neighborhood and am grateful for the opportunity to comment on the DEIS for WSBLE alternatives. I am strongly opposed to the DEL-5 alignment and the associated Andover Street Station, which in my view do not adequately serve the North Delridge community in which they will be located nor the neighboring underserved communities who are expected to connect to the light rail by bus at this station. Particular concerns include: The highest number of commercial displacements, including the loss of a highly valued Health Club (Section 4.2.3.3.4). This Health Club has three floors of wellness facilities including the only swimming pool in the area. It is highly unlikely that this business would be able to relocate to an equivalent site or facilities locally resulting in a significant and permanent loss to the community. 2) DEL-5 has the highest potential for noise and vibration impacts (Table 6-3) and offers very little benefit to residential displacements compared to the preferred DEL-2a alternative (Table 6-3). 3) Displacement of supportive housing services (Table 6-3). 4) The DEL-5 alignment along SW Avalon Way will be extremely disruptive for important bike and bus infrastructure (e.g. C line) both during and after construction. Furthermore, SW Avalon Way has a high residential density, which will be heavily impacted by the elevated light rail passing so close to their windows (highest noise and vibration impacts Table 6-3) 5) Any deviation of the alignment of DEL-5 or DEL-6 to the south (e.g. off Nucor-owned property, to the south side of SW Andover Street, or closer to SW Yancy Street) would be devastating for the local community, including the important wildlife refuge of Dragonfly Park, which is part of the Salmon run and has a resident beaver population. It is vital that any such deviation is not considered at this late stage. This makes the DEL-5 and DEL-6 alignments incompatible with any station options located south of SW Andover Street. 6) The location of the SW Andover Street station proposed for the DEL-5 and DEL-6 alternatives reduces walkshed use by 33% (Table 3-6), has reduced transit-oriented-development (TOD) opportunities compared to the preferred Dakota St alternative, and is adjacent to the Nucor steel plant, associated rail roads, and the West Seattle Bridge on ramp, which reduces accessibility by bus and other modes of transport. These factors reduce the likelihood of high quality TOD development at SW Andover Street. High quality development potential is a vital need for the area, especially considering the almost complete commercial displacement that will be caused by the WSBLE project. A station location north of SW Andover Street was a reason for the rejection of previous alternatives not carried forward to DEIS review (Appendix M). 7) Poor compatibility with racial equity objectives. Delridge has the second highest proportion of People of Color for the segments in this extension (Table 4.2.4-1) and is designed to be a point of access for other historically underserved populations via bus. These communities deserve proper investment with a well-planned transit hub and associated TOD, rather than simply being treated as an afterthought or cost-saving option when routing the Light Rail to wealthier communities in West Seattle. The Andover Street station associated with DEL-5 and DEL-6 insufficiently serves the local community given the low walk/bike access (Table 3-6),inhibited bus accessibility and reduced TOD opportunities in comparison to the preferred SW Dakota St alternative. 8) It has been commented (by people not residing here) that the residential area of North Delridge adjacent to Nucor is “more industrial” and therefore it is implied that the impacts of the Light rail may be felt less here than in other areas. This is factually incorrect. Impactful noise or disturbance from the Nucor plant is very rare and certainly less than traffic and plane noise experienced in the SW Delridge way corridor, which is the route of the currently preferred alternatives. I support selection of the “long tunnel” or elevated preferred Delridge alternatives (DEL-2a, DEL-1a), which offer a station solution that better serves the Delridge community and connect to tunnel options that have the lowest impact on West Seattle. In particular, the preferred SW Dakota Street station offers considerable potential for the development of a community hub central to North Delridge, adjacent to the playfields and community center, which would be of great benefit to the North Delridge community. The DEL-2a and DEL-1a alignments that use a small amount of the golf course land would be most appropriate as they dramatically reduce residential displacements (Table 6-3) and it is notable that the golf course is inaccessible to the majority of the Delridge community (indeed all sides of the golf course facing Delridge are fenced off with no access points). If cost-saving measures are necessary to achieve the DEL-2a long tunnel alternative then greater consideration should be given to a two station alternative (Delridge and Alaska Junction) and removing the Avalon station requirement from the Sound Transit 3 Plan. If the Board decide that the preferred DEL-2a or DEL-1a alignments are no longer suitable then DEL-6 is	Andrew Johnson

	clearly a vastly better alternative than DEL-5. DEL-6 has by far the fewest commercial and residential displacements, preserves the SW Avalon Way traffic corridor, has the fewest noise, vibration and historical residence impacts, and connects to the WSJ-5 medium tunnel. Again, were the DEL-6 alternative to be selected it is imperative that this alternative is not modified to the south of SW Andover Street, because even a minor line alteration would be devastating for Dragonfly park and the surrounding community. Thank you again for the opportunity to comment.	
04/25/2022	First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station. Opportunities to save money that I support include putting station entrances in the vehicle ROW. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment. If not make sure an entrance is west of 15th in Ballard so pedestrians do not have to cross that busy street.	Jessamine Anderson

04/26/2022	Please consider my comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. I am generally in favor of light rail and how efficiently it can transport people. Construction impacts are bound to occur, and it is important to consider the consequences of particular route choices. Of the proposed route options, I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. This route is the only proposed route that will spare the site of Dusty Strings Manufacturing at 3450 16th Ave. W. Dusty Strings is world-renowned among musicians for uniquely designed, high-quality musical instruments and great customer support. Musicians of all ages and all levels, from beginners through professionals, have found and shared joy through instruments (both harps and hammered dulcimers) made by Dusty Strings. I purchased my first harp from them and now own two of their harp models. When one of my harps needed repair, I took it to Dusty Strings Manufacturing and was well taken care of. I would hesitate to take my Dusty harps anywhere else for repair. Dusty also makes accessories, such as harp strings, that are needed for the routine maintenance of their instruments. If they are forced to move, the impacts will be felt by many people all over the world, not just in the Seattle area. Losing their current building would be very disruptive to their business for years, not just weeks or months, because of the special building requirements. Their current building is only 20 years old and was built to Dusty Strings specifications. It will be extremely difficult for them to find a suitable alternative in Seattle, where they would very much like to stay. Family owned and operated, Dusty Strings has made some 40,000 instruments in Seattle during the 43 years they have been in operation. Their strong reputation and association with Seattle are robust. They also contribute to business diversity in Seattle, since they have always been committed to employing local skilled craftspeople. Because of Dusty Strings' commitment to Seattle and the positive impact the company has had on people worldwide, I urge you to choose a route that will keep their current manufacturing building intact. Thank you.	Tara O'Brien Pride
04/26/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Tim Nuse
04/26/2022	I would prefer an alternative that displaces the fewest number of CID residents and businesses, thank you.	Deanna Ren

04/26/2022	Hi, my name is Victoria Urias and I live in Seattle. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Victoria Urias
04/26/2022	Hi, my name is Velocity Rose Haigh and I live in Seattle. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Velocity Haigh
04/26/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down There is a way to have the best of both worlds, please make the right decision. Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you.	Alexander Allen
04/26/2022	I've owned a house in Ballard since 2009, but I've also lived in cities with world-class mass transit: Zürich, Switzerland and NYC. The utility in rail-based transit is the consistency and reliability of its schedule, as well as having it be convenient for all users. The proposal of having the Ballard link go over a drawspan bridge would greatly compromise the reliability of the schedule (will it take me 10 minutes to get downtown? Or 20? That matters a lot for my connection), cause trains to "choke", and if the reliability of the Ballard Bridge is any indication, possibly cause unpredictable major delays. Moreover, the proposals to include very deep stations can easily cause a 10-minute journey to become 20 once you get to the station, especially given Sound Transit's poor track record with the reliability of elevators and escalators. Finally, while a 14th or 15th avenue station would be somewhat convenient for me, it's only because I live at the east end of central Ballard, and Sound Transit should strive to make stations as central to the population core as possible. Thank you for striving to optimize for the human utility of the light rail to Ballard, versus simply optimizing for cost or building convenience.	Arthur Patterson

04/26/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Ann Morrell
04/26/2022	The planned route for DEL-5 and DEL-6 would negatively and directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. We're talking housing and services for chronically homeless folks with serious mental illnesses! Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. Our son lives with us now, but we are looking to TR housing for the future for him. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to REJECT both the DEL-5 and DEL-6 alternative proposals.	Patricia Horne-Brine
04/26/2022	Hi, I am Andrea Faste and I live in Ballard. I share concern that a multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options. Please use the 4th Ave. S. option.	Andrea Faste
04/26/2022	Hi, my name is Kara. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Kara Chabot

04/26/2022	I am a Delridge resident and wanted to comment on section 2.1.2.1.3 related to the Delridge portion of the West Seattle link. Specifically, I wanted to express my support for the preferred alternative, DEL-1a. The alternatives appear to me to be more disruptive to the area (both to residents and to the environment) and more expensive (such as the tunnel option), while not serving the area as well as the preferred. For example, DEL-1a appears easily accessible to both the 50 and 120 bus lines, making that station more accessible and useful to the rest of West Seattle. On a related note, I would like to express my strong opposition to the Andover alternative. This option seems almost completely divorced from any accessibility and usefulness to the Delridge residents of West Seattle by forcing them to travel to the Nucor commercial areas near the West Seattle Bridge.	Cassandra Hewlings
04/26/2022	As much as I utilize public transportation for my own needs, I am more concerned about the potential impact of the small businesses being displaced for the sake of this project. Even though it may be beneficial to expand our public Seattle link rails, this is detrimental to the families and communities of color residing in Chinatown-International District. I highly suggest that the route be relocated to where these businesses wouldn't be as affected. Please consider moving the construction to 4th Ave S, where less of the businesses and community will be impacted. Thank you.	Graciela Flores
04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.	Kelsey Rote

Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to future proof our growing system, we must design for expandability in four locations:
(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).
(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).
(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.
(4) Midtown must be designed to accommodate future expansion to the east along Madison St.
(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you for your review of these comments.

Kelsey Rote
kelseyrote@gmail.com
7600 Greenwood Ave N Apt 302
Seattle, Washington 98103

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Carla Englander carla_just_carla@yahoo.com	Carla Englander

	323 NE 178th St Shoreline, Washington 98155	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Michaela Barrett michaela@rose-labyrinth.com	Michaela Barrett

	4780 32nd Ave S Apt 207 Seattle, Washington 98118	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. I've been following this progress for a while, and while my recommendations take guidance from others, it's not out of automation that I boost these efforts. (For what it's worth) • Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. • Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. • Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	David Ross

	David Ross vgnessvg@gmail.com 929B N. 85th St. Seattle, Washington 98103	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Matthew Robinson MatthewRobinsonRDN@outlook.com	Matthew Robinson

	1146 Harrison st apt 220 Seattle, Washington 98109	

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	900 NE 65TH STREET Unit 509 Seattle , Washington 98115	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Rachel Brown rachelb@seattlesubway.org	Rachel Brown

	709 Boylston Ave Seattle, Washington 98102	

04/13/2022	Manager DEIS Comments, The burgeoning Seattle light rail system is great. It vastly improves connectivity around the city and it's such a categorically great substitute for driving that I taken it whenever I can. I'm concerned, however, that currently considered alternatives for the West Seattle and Ballard expansions are compromising too much on the quality of the new stations. Extremely deep stations, or inconveniently elevated stations like the West Seattle plan, or eliminated stations as is currently being proposed, seem to me very short sighted. I'm concerned, in particular, about stations that are so deep that access will be limited in the event of escalator failures (which happen with reasonable regularity in the current system). I'm also concerned about the locations of stations in Ballard and South Lake Union. Walkable neighborhoods need good transit, and that transit needs to be located such that it's a good first alternative to driving and clogging up the roads. 14th Ave in Ballard is the edge of the existing heart of the neighborhood. Any plan that would move the station west, even just to the west side of 15th Ave, would vastly improve the utility of the station. We aren't going to build another subway system in the lifetime of anybody currently, so it's worth getting it right. Zachary McKinney zach.w.mckinney@gmail.com 5228 33rd Ave S Seattle, Washington 98118	Zachary McKinney

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	2233 NW 62nd St Seattle, Washington 98107	

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	210 e Blaine St apt 202 Seattle, Washington 98102	

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	16275 NE 85th st Redmond, Washington 98052	

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	7107 32nd Ave NW Seattle, Washington 98117	

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	6631 NE 182nd ST Kenmore, Washington 98028	

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	330 Nw 81st St Seattle, Washington 98117	

04/13/2022	Manager DEIS Comments, I agree with the below, please tax me whatever you need to connect these locations. ——— The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Ian Johnson

	Thank you for your review of these comments. Ian Johnson ian@theianjohnson.com 4618 SW Dakota St Seattle, Washington 98116	

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	902 6th Ave N Seattle, Washington 98109	

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	1038 NE 117th St seattle, Washington 98125	

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	1038 NE 117TH ST SEATTLE, Washington 98125	

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	out on future growth possibilities by paying for mistakes we don't have to make. Thank you for your review of these comments. Celeste Gray celeste.s.gray@gmail.com 1413 15th Ave #3 Seattle, Washington 98122	

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	11 W Mercer St Apt 213 Seattle, Washington 98119	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Samarth Patel samarthxpatel1@gmail.com	Samarth Patel

	1525 9th Ave Seattle, Washington 98101	

04/13/2022	Manager DEIS Comments, I couldn't agree more with Seattle Subway's response to the DEIS, so I am including it verbatim below. Sound Transit needs to go back to the drawing board for these plans: The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Brennen Birch

	Brennen Birch brennen.birch@gmail.com 2246 NW 62ND ST Seattle, 98107	

04/13/2022	Manager DEIS Comments, I'm keeping what Seattle Subway put in below (as I'm sure they've thought this through more than me), but my own thoughts to emphasize are: -No more escalators! They are broke all the damn time, and it adds time to a trip to ascend/descend from the bowels of the earth. Either a bunch of very fast elevators or put the station way closer to the surface (I have no idea how feasible this is). -Build stations where people are/will be. If you're going to ballard, go to the part people want to be in! Don't build any more stations that are just a giant parking lot. -And please look at accelerating the building schedule, if at all possible. Thank you! -Jason Arends The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network,	Jason Arends

	benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jason Arends arendsja@gmail.com 2434 S JUDKINS ST SEATTLE, Washington 98144	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. paul.son@outlook.com	Paul Son

	2111 E John St, Apt 302 Seattle, Washington 98112	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put humans first. The expansion must put pedestrians first. The extension must put accessibility first. The extension must provide a 21st century, century long service to our community. Because of its importance, I am writing to submit my comments to Sound Transit's Draft Environmental Statement I write to SUPPORT: -Shallow stations to promote shorter travel times, accessibility, and reliability. Deep stations are setting Sound Transit up for future liability! Deep stations require much greater maintenance costs to ensure reliable, ADA compliant access. Shallow stations are setting Sound Transit up for success! Shallow stations better service short trips, and will attract a greater variety and number of riders. -For stations which must be below ground level: ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. -Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. I write to SUPPORT: In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: Open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. CID-1a is the better of the current alternatives. In Sodo: The Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. I write to SUPPORT future proofing the ST3 expansion by incorporating the following considerations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. I write to OPPOSE: -Any elimination of stations from what voters approved with ST3 in 2016. Eliminating planned stations is in direct opposition to what the region's voters want and need. I write to OPPOSE: In Ballard: All proposed 14th and 15th Ave station configurations. Neither 14th nor 15th ave serve the high density neighborhood that will provide a large portion of riders for this expansion. Neither 14th nor 15th proposed locations put riders first. In SLU: Both proposed station option locations. Neither proposed options serves the SLU neighborhood	Blair Steward

	ridership now, and will not serve the neighborhood for the rest of the 21st century. In Chinatown/International District: All deep station alternatives (1b, 2a, and 2b) In Sodo: The preferred alternative with the staggered station. This alternative doesn't support pedestrians and riders. Thank you for your review of these comments. Sincerely, Blair Stewart Blair Stewart b.stewartwalker@gmail.com 4029 Letitia Ave S Seattle, Washington 98118	

04/13/2022	Manager DEIS Comments, I live in Ballard and have for about 10 years. I love it here, as I get to live in a dense urban neighborhood, with decent transit and a wonderful walkable life for me, my wife, and my dog. However, I would also love GREAT transit to downtown (where I now work) and to get around and explore my city. My comments largely agree with advocacy groups like Seattle Subway and The Urbanist, though I have edited them where I disagree or have more specific requests, so please review this and don't treat it as a simple copy/paste. My comments start with Ballard: A 14th station, especially with the latest cost refinement idea being to delete the west-side entrance, requires me crossing 24th (where I live, West side), 15th, 14th, and Market in order to reach the train. This is objectively absurd. While there is some medium-density going up in West Woodland/Brewery District it is nothing compared to the historical and continuing density in the Ballard Core.... ESPECIALLY along 24th. I would like a one seat ride to downtown and the airport and I could probably get ride of one of our cars as a family! That's the kind of thing we need to be incentivizing. 14th just doesn't cut it. I agree with the sentiments from Seattle Subway below: Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. 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In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. 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	(4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Tyler Doyle doyle.tyler@gmail.com 2420b nw 61st st Seattle, Washington 98107	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. David Jaoui dsjaoui@gmail.com	David Jaoui

24216 15th Pl SE
Bothell, Washington 98021
Manager DEIS Comments,

The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement

Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need.

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Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel.

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Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

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Thank you for your review of these comments.

David Jaoui
dsjaoui@gmail.com
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	Thank you for your review of these comments. David Jaoui dsjaoui@gmail.com 24216 15th Pl SE Bothell, Washington 98021	

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	222 Summit Ave E Seattle, Washington 98102	

04/13/2022	Manager DEIS Comments, I believe that the Ballard-West Seattle Link Extension is very important to the city of Seattle and the surrounding region. However, it's design must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement as I have significant concerns about the design of various aspects of this project. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. It is extremely important to make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: Putting the station on 14th or 15th Ave NW is a horrible choice and a complete waste of money. Not only is it too far from the core of Ballard but it requires crossing a busy, dangerous street in order to actually get there. I strongly urge Sound Transit to reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options as they aren't located in the heart of SLU. Study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Sound Transit needs to make every effort possible to reduce the depth of this station. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out the ridiculously deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a but closer to the surface, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. 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	(5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Evin Fairchild evindfair@gmail.com 3832 156th St SW Apt K105 Lynnwood, Washington 98087	

04/14/2022	The DEIS is entirely lacking in the human costs of impacts to Chinatown, Japantown, Little Saigon. In the chapers/appendices on Social Justice, Environmental Justice and Economics, it finds no impacts to the CID. However, there are no details to back up this assertion of no impacts. Therefore, you need to do a cost analysis of the economies of the CID, broken down by neighborhood: Chinatown, Japantown, Little Saigon for: local economy: meaning businesses losses due to relocation or shut down, moving away from an established customer base—owners and employees, residents, and of the residents, the elderly limited English proficient; loss of tourism dollars Environment: analyze the air pushed out of the proposed 5th Ave. tunnel through the ventilation shafts, added to the already low air quality index established by the city for a total and the predicted toll on residents, businesses, customers, employees, including the predicted loss of 210 parking spaces. Societal Costs: Analyze and explain in dollars the effects of demolition adding to air and noise, vibration pollution and Quality of life for school kids, daycares, cultural community life Children and youth in daycares, schools, after school programs parents bring their kids to What are the dollars and cents losses as tourists and visitors avoid the area Measure emergency response times and how long it takes to get to an ER compared to closed streets, detours, poor road conditions—lives lost Measure and calculate costs of impacts to institutions: family association gatherings, tong socials, geographic and art and music clubs Measure and calculate impacts to parades, Dragonfest, Music in the Alley, Night Markets Moon Festival, Lunar New Year, lion dancing Impacts to family income of residents In short, you do to do a cost analysis in three ways: economy, environment and most importantly, societal costs.. Comment #2 The Chinatown Gate--no details of the so called wrap material: bubble wrap? Styrofoam? Packing beads? Air pillows? Packing paper? All inadequate to protect it from getting hit & knocked over by large dump trucks, bulldozers, cranes. It will need something stronger, like a steel box equal to a tank's armor. Betty	Betty Lau
04/15/2022	For too long Magnolia has been ignored in transit plans, despite the high population of our neighborhood and our geographical separation from downtown and other neighborhoods. But consider: Ours is the ONLY neighborhood without a high school. Kids are assigned to Ballard, which means a first #24 or #33 bus ride south (the wrong direction) to exit across the street from Taco Time in Interbay, running across the street to the bus shelter, and catching a D Line north to Ballard High - then reversing the steps in the afternoon (standing room only, mind you, because there is no additional route at this time slot to accommodate them. Middle schoolers attending McClure on Queen Anne have NO route available via bus, or feasible bike/walk. Magnolia parents must drive them. Magnolians traveling to work or events downtown must rely on Metro, where service is often reduced and routes are cancelled. Magnolians traveling to class or games at UW, must rely on Metro + Sound Transit from downtown to UW ; the trips are unnecessarily long. Magnolians traveling to work on the east side could take a series of busses, but only if they want to spent half the day commuting. *When our fragile Magnolia Bridge is again sidelined for repairs, as it was after the Nisqually Quake, or there is an emergency requiring neighborhood evacuation, or even as Interbay businesses (Gentec, Amazon) grow, we will need a 4th exit path from our peninsula. Thank you for your consideration.	Suzanne Easters

04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Kari Girod Magnolia Resident	Kari Girod

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	8604 45th Ave S Seattle, Washington 98118	

04/20/2022	Dear Ma'am or Sir, I also would like to offer my comment on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. I heard about the light railway project and how it will impact the possible loss off the Dusty String workshop and fine craftsmen/women, who manufactur wonderful harps and hammered dulcimers. Dusty String is a worldwide known address for their superb instruments with exceptionell craftsmanship and quality of work. Also their service is outstanding. Please consider the IBB-1b ALTERNATIVE, as the preferred solution, to ensure Dusty String can keep their workshop going and the brand Dusty String within Seattle (manufacturing/sale store). There are not so many exceptional skilled harp builders, but Dusty String is one of them, and worth saving. Their instruments are beautiful and loved in the harp community. Seattle will loose an icon, if the family-owened business needs to relocate out of Seattle or is otherwise negatively impacted by loosing their highly skilled Artisans [due to commuting/relocating outside of Seattle], which are the heart and soul of building such wonderful, precise, and magnificent sounding harps. Thank you for your time. A loyal Dysty String customer and harp-enthusiast. Manuela Walter	Manuela Walter

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Isaiah Snell-Feikema isaiahsf@gmail.com	Isaiah Snell-Feikema

	1404 Boylston Apt 708 Seattle, Washington 98122	
04/20/2022	For a successful system, I strongly recommend: Transit circulators (bus or van) must run at frequencies to connect with light rail schedules and respond to demand. Avoid plans which require a pedestrian crossing of Elliott and Dravus. Plan for a station at 17th or 20th NW. Minimize size of stations. Consider continuation of tunnel from downtown Seattle to Seattle Center to Interbay to Ballard. Thank you. Stephen E. DeForest Magnolia resident stephenedeforest@outlook.com	Stephen Deforest

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Isaac Banner ibanner56@gmail.com	Isaac Banner

	128 State St S Apt 434 Kirkland , Washington 98033	

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Karen Levy kleverini@gmail.com	Karen Levy

	5520 Woodlawn Ave N Seattle, Washington 98103	

04/21/2022	I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. Morley Harps is a small family harp business, established in 1816 in London. World War 1 & 2 caused massive disruption to both skilled employees who were called up to fight and during the Second World War the Blitz or bombing of inner-city areas. The end result was after about 130 years of skilled instrument making, employing local craftspeople making harps in London serving a world-wide customer base we ceased production as we could no longer be competitive – the net result was from having employed about 20 people with skills such as woodworking, metal work, polishing, regulation, and back-office staff we became a service / sales company employing 3 people – along the way losing years of skills. Since 2005 we have been a Dusty Strings dealer – and have sold over 1500 harps to customers across Europe and even further afield. Dusty Strings has an excellent reputation as an instrument maker with attention to detail and amazing customer service. I have had the opportunity to visit Seattle in 2011 and visit Ravenna Boulevard (where some of the earliest instruments were made by Ray Mooers in his home basement) , the retail shop in Fremont where instruments were also made, until they required their larger present site, the home of Dusty Strings Company at 3450 16th Ave W. The current site of Dusty Strings has been purposely designed to enable high quality instrument building in a safe modern environment – lumber can arrive on the ground floor and be stored and seasoned / wood cutting and shaping in a dust-controlled area / spraying and polishing in another specialised area / final assembly and regulation in a clean and noise free area. Their headquarters is not just any factory space or office building – but a building and space that has been specially designed to try to make the best lever harps in the World. As an importer of Dusty Strings instruments, we have had to deal with the massive impacts of Covid and resultant decrease in production, as correctly they have safeguarded their employees. Should Dusty Strings have to relocate due to the planned routes, the resultant disruption to their production would be significant and cause us supply problems too. I too fear that what has been a beacon of instrument making in Seattle, employing local people, investing in the good of the community (e.g., face shield production for local hospitals during the pandemic) could be lost. It is for this reason that I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. Ben Morley, Director of Clive Morley Harps, England. Goodfellows, Filkins, Lechlade GL7 3JG, UK www.morleyharps.com Clive Morley Harps Ltd Goodfellows Filkins Lechlade Glos, GL7 3JG Tel: (44) 1367 860 493 www.morleyharps.com ben@morleyharps.com	Ben Morley

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible, a good rule of thumb is stations should be separated from grade no more than 3 stories, to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jason Rock	Jason Rock

	jrock08@gmail.com 4719 35th Avenue South, Seattle, Washington 98118	

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	3500 S Hudson Street Seattle, Washington 98118	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Bethany Taylor taylorbethany301@gmail.com	Bethany Taylor

	206 Harvard Ave E Apt 2 Seattle , Washington 98102	

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	4001 SW Cloverdale St Seattle, Washington 98136	

04/26/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Chris Asmar asmarcd@gmail.com	Chris Asmar

	2615 1st St. Seattle, Washington 98121	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Patrick McCarthy p.t.mccarthy@gmail.com	Patrick McCarthy

	541 25th Ave S Seattle, Washington 98114	

04/21/2022	o whom it may concern, My name is Conor Murphy, and I manage The Ascona at 200 5th Ave S. As both a resident and property manager in the Chinatown/International District neighborhood, and a longtime Seattleite, I know how much Sound Transit expansion is needed, and appreciated, throughout our city and the region. Connectivity brings people from across King County to our great city and especially the CID neighborhood. I want us to be as prudent as possible at the potential decade-long impact that the Ballard and West Seattle extensions will bring to 4th or 5th Avenue. Increased rapid transit will benefit all of us, but the impacts felt by residents, transit riders, business owners and property owners will be immense if this is not handled in a judicious or careful manner. I have reviewed the proposals for various stations in the CID neighborhood, and I am strongly recommending that Sound Transit chooses the 4th Avenue plan for the new station. In my mind, it would fit seamlessly in the corridor already occupied by Amtrak and Sounder trains, as well as the existing International District/Chinatown Station. The planned surface level interruptions seem to be minimal - compared to the other two proposals - and would have the smaller impact on existing businesses and structures in our neighborhood. By choosing instead either of the 5th Avenue plans, there would be long lasting disruption to the life and livelihood of what makes this neighborhood so special, and why thousands of our neighbors come down here every month. Demolishing existing businesses and structures to make way for proposed construction, as well as blocking off several blocks along 5th Avenue S, S King and S Jackson St and 6th Avenue S, would negatively impact our neighbors, both residents who've made their homes here, as well as business owners already decimated by the long economic tail of the COVID-19 pandemic. There seems to be little to no mitigation proposals to the housing and businesses which will be impacted during the eight to eleven year construction proposal, and I would strongly ask that Sound Transit look to community organizations in the neighborhood to have further discussions about how to best plan for even a slight disruption. Transit has helped both expand the region's accessibility and shrunk the distance between the most magnificent parts of our region. However, we must make sure to remember that expansion has a very real, human impact that can't be overstated. We must make the right decision both for our region, for our neighbors and for every transit rider in the greater Puget Sound region. I strongly ask that you choose the 4th Avenue connector option for the Ballard/West Seattle light rail expansion. Sincerely, Conor Murphy Property Manager at The Ascona Conor Murphy Property Manager of The Ascona Cell: (608) 957-3679 pronouns: he/him/his	Conor Murphy

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ryan Sharp ryynoo@me.com	Ryan Sharp

	5720 28th Ave NW Seattle, Washington 98107	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Dawn Tarpinian dawn.a.tarpinian@gmail.com	Dawn Tarpinian

	1221 Minor Ave 103 Seattle, Washington 98101	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Elizabeth Uselton elizabeth.uselton@gmail.com	Elizabeth Uselton

	1605 East Olive Street Apt 310 Seattle, Washington 98122	

04/21/2022	Manager DEIS Comments, Hello! I left the generated statement from Seattle Subway because I think on the substance it nails the points I care about. I will say that as a layperson, I see Sound Transit making poor long-term choices with buried stations and/or stations located far from population centers and near freeways. Don't let short-termism degrade what will be a 200 year investment in the city's transportation infrastructure! Thank you for all your hard work, I know it's not easy. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).	Logan Bowers

	(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Logan Bowers logan@datacurrent.com 2412 E Prospect St Seattle, Washington 98112	
04/21/2022	I'm just writing to strongly encourage the West Seattle project to be a tunnel rather than an above ground project. Most other communities in Seattle have tunnels and above ground projects disrupt businesses are noisy and would mean demolishing buildings and homes. It would definitely change the Alaska Wayne neighborhood and the surrounding neighborhoods in a negative way so please put my vote up for a tunnel extension which would be much less disruptive Thank you Bill Affolter	Bill Affolter

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Basil Mayhan littlespacecase@rocketmail.com	Basil Mayhan

	6701 Carleton ave s unit d Seattle, Washington 98108	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Nora Rivkis nrivkis@fastmail.com	Nora Rivkis

	929 N 88th St Seattle, Washington 98103	

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	827 14th ave unit B Seattle, Washington 98122	

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	3710 S 198th St Seatac, Washington 98188	

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	2511 30th Ave S seattle, Washington 98144	

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	1915 2nd Ave, Apt 804 Seattle, Washington 98101	

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	9736 15th St SE Lake Stevens, Washington 98228	

04/20/2022	To Whom it May Concern: To be successful, it is critical that the Interbay-Ballard segment of ST3 expansion be located where residents and businesses can easily access it. That means we need two stations. One near Smith Cove Park easily accessible to Expedia employees, cruise ship passengers and resident on the southwestern part of Magnolia. Also I feel strongly that the light rail should pass through a tunnel under the ship canal and connect with a Ballard tunnel station at 17th, 20th or 22nd avenue NW. 2) We need shuttles coordinated with the light rail schedule to make regular trips from key locations in Magnolia to the two light rail stations. 3) Please avoid transit plans that require pedestrians to cross major roads such as 15th avenue west. 4) Please avoid large stations. All we need aside from the platforms is shelter to wait for shuttles and an area where people can lock their bicycles. 5) Please consider continuation of a tunnel route from Seattle Center through Smith Cover, Interbay and to Ballard. Longterm, the whole area, so close to the city, holds promise for potential development for affordable housing and small-scale manufacturing. Critical infrastructure should be placed underground to allow for dense development of the area. 4) Regarding Smith Cove station (SIB-1): The station should be approached by tunneling and be placed on the West side of Elliot Street/15th ave. West and allow for easy access to Magnolia Bridge or its replacement. 5) With respect to Interbay Station (IBB-2b): The station must be close to the Magnolia community so it can be easily accessed in the event of bridge failures. Trains should continue through a new ship canal tunnel. The station should be designed so all buses and passenger car pick-up and drop off are on the north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Leslie Helm	Leslie Helm

	2400 29th Ave. W. Seattle, WA 98199	

04/20/2022	Manager DEIS Comments, I'm writing as an avid cyclist and pedestrian that uses public transportation daily and as someone that has seen Seattle grow tremendously. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Martin Criminale	Martin Criminale

	martin@criminale.com 1515 35th Ave S Seattle, Washington 98144	

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Reid Smith reidasmith2@gmail.com	Reid Smith

	6402 9th Ave NE Seattle, Washington 98115	

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. -Caitlin Klask- Caitlin Klask	Kaitlin Klask

	cmklask@gmail.com 6333 Sand Point Way NE Seattle, Washington 98115	

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Melissa Simpson simpson_mr@yahoo.com	Melissa Simpson

	30012 14th Ave S Federal Way, Washington 98003	

04/18/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Judy Blair judithblair@yahoo.com	Judy Blair

	8747 Phinney Ave N #16 Seattle, Washington 98103	

04/14/2022	Manager DEIS Comments, I am a public transportation user, and being able to navigate around the city without a car is my number one issue as a voter. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Leeran Raphaely

	Leeran Raphaely leeran.raphaely@gmail.com 1717 N 37th St Seattle, Washington 98103	

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	10501 8th Ave NE, Unit #406 Seattle, Washington 98125	

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	4528 Purdue Ave NE Seattle, Washington 98105	

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	9520 Mary Ave NW Seattle, Washington 98117	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ian McPherson Ian.dewar.mcpherson@gmail.com	Ian McPherson

	Finn Rd Richmond, British Columbia V7 A 2L4	

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	5129 24th Ave NE, Apt 2 Seattle, Washington 98105	

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	3001 S Genesee St Seattle, Washington 98108	

04/14/2022	Manager DEIS Comments, I've been following along for a while and am firmly behind Seattle Subway's thoughts and suggestions on this. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Paul Cox

	Paul Cox pul@pcox.net 2023 NE Kenilworth Ln Issaquah, Washington 98029	

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	2922 Western Ave, Apt 718 Seattle, Washington 98121	

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	4054 36th Ave SW Seattle, Washington 98126	

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	909 5TH AVE, UNIT 600 Seattle, Washington 98164	

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	1202 North 44th Street, #5 Seattle, Washington 98103	

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	Thank you for your review of these comments. Heather Wood Hwood_313@hotmail.com 5643 17th Ave SW Seattle, Washington 98106	

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	7515 Beacon Ave S Seattle, Washington 98118	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement The proposed location for the SLU stop is not actually located within South Lake Union, and therefore is not useful. There are many many residents of SLU, formerly myself included, and most live along Dexter and Fairview. Placing the stop near 99 will make it near useless - if you can walk to 99 from what is actually residential SLU, you can walk almost as easily to Westlake. Many people commuting into SLU are also commuting to Dexter, Boren, and Mercer, which are not exactly nearby the current proposed location for the SLU stop. This station must be moved to be (1) less deep to facilitate transfers, and (2) placed somewhere actually useful. If you want to increase ridership on public transit, it must be both accessible and reasonably placed. A station accessed by elevator only is not accessible unless the capacity of the elevators meets or exceeds the capacity of escalators. People WILL NOT use the stop if they have to wait for an elevator. Can you say missed transfers? I also support all commentary below from Seattle Subway: Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.	Jillian Cromar

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	2647A NW 59th St Seattle, Washington 98107	

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	928 Hobson St. Walla Walla, Washington 99362	

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	607 E Harrison St Seattle, Washington 98102	

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	4727 42ND AVE SW APT #311 Seattle, Washington 98116	

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	703 25th ave s Seattle, Washington 98144	

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	2508 N. 44th St. Seattle, Washington 98103	

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	705 E Republican Street, Apt 204 Seattle, Washington 98102	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement I am a current Kirkland resident who used to live in SLU. I want to emphasize that the current plan for SLU station is woefully inadequate to serve the people who live and work there. The densest residential part of SLU is between Westlake and I5, and most of the big offices are within a few blocks of Westlake. The proposed SLU station placements are not easily walkable to either area. In order to keep the heart of the neighborhood within the walkshed of the station, the Link should tunnel from the proposed Denny station up to Republican street. Although that puts a new station close to Denny station, that is fully appropriate for a dense downtown area. Our closest peer is probably the BART which gets incredible ridership between relatively close downtown stations. The impacts to the Seattle streetcar during construction are acceptable since 1) this would be a vast, long term investment in SLU's transit access and 2) the streetcar has low ridership that can be substituted by existing buses. I urge you to reconsider the proposed options for SLU and draw up a new plan that best serves the residents and workers of SLU. Further, I fully support Seattle Subway's recommendations below: Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. 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	In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. William Cromar wtcromar@gmail.com 207 Park Ln, Apt 308 Kirkland, Washington 98033	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Cathy Rundell runcatrun@gmail.com	Cathy Rundell

	7506 24th Ave NW Seattle, Washington 98117	

04/13/2022	Manager DEIS Comments, Thank you for reading. I am fully in agreement with the critique by Seattle Transit Rider's Union and am including their statement. My personal concerns are that because I have a nervous-system condition that gives me vertigo, it is of the utmost importance that you take seriously the station depth and conveyance concerns, especially the escalators. Already those that are installed are prone to breakdowns, but please make them more accessible to people like me with vertigo. Thank you for your consideration. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).	Johanna Wilder

	(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Johanna Wilder johanna.wilder@icloud.com 14002 Linden Ave. N. #306 Seattle, Washington 98133	

04/13/2022	Manager DEIS Comments, Thank you for the opportunity to comment on the DEIS for the Sound Transit expansion. I am a super happy rider and can't wait for the additional expansion to Ballard and beyond. Please do not tunnel! I want to see Ballard when I go to Ballard and tunneling always has runaway costs that will burden not just the Ballard project but many other projects. Trains should be seen, hide the damn cars in a tunnel! The idea of putting the train up 15th street and clearing the car sewer is the best idea around. Please ensure all transfers are well thought through and that we do not end up taking many minutes to get to other platforms. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.	Jon Mathison

	(4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jon Mathison JON MATHISON jonmathison@yahoo.com 617 NW 44th St Seattle, Washington 98107	

04/13/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Sincerely, Max Rappaport	Max Rappaport

	Max Rappaport maxrappaport@gmail.com 1531 23rd Ave. S Seattle, Washington 98144	

04/13/2022	Manager DEIS Comments, I am writing to submit my comments to Sound Transit's Draft Environmental Statement for the Ballard-West Seattle Link Extension. Stations can't move after being built, it is critical they are placed where they can benefit the most riders. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. This is the key to making the whole system work. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Hunter Merrill satedx@gmail.com 3809 Whitman Ave N Seattle, Washington 98103	Hunter Merrill
03/30/2022	Please consider forming a task force to look at the Skyline option for West Seattle. It is more efficient, less disruptive to our community, and less expensive. Let's join other communities and offer a progressive solution!!	Kathi Richter

04/08/2022	Hi There, I would like to send my support for Sound Transit to include a north/south oriented stations under Westlake offering shallow access compared to other options as well as providing more accessibility to a dense population. Thanks, Christopher	Christopher Peterson
04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to	Sam Keller

	the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Sam Keller samskeller@gmail.com 3636 Phinney Ave N Seattlr, Washington 98103	

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	1705 s stevens st #202 seattle, Washington 98144	

04/14/2022	Manager DEIS Comments, Hello, I am writing to submit my comments to Sound Transit's Draft Environmental Statement. We need to consider ridership in building ST3. Please do not eliminate to eliminate planned station. This is against transit riders' needs and voters' wishes. Eliminating stations would undermine trust in Sound Transit. Learn from European cities that efficiently build transit by making stations shallow and accessible. The proposed depths for Midtown, Westlake, Denny, and Seattle Center stations are absurd and would limit their use. Sound Transit had a bad track record for maintaining escalators and elevators. Don't build stations that you can't expect to maintain. Efficient transfers are a necessary part of any mass transit system. Please reconsider the proposed vertical and horizontal distance between stations. I also support these proposals from Seattle Subway: In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface-to-platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thanks for your time! Best regards, Matt Matthew Bailey baileym10@gmail.com 1919G 25th Ave S Seattle, Washington 98144	Matthew Bailey

04/14/2022	Manager DEIS Comments, Hello, I am including the statement from Seattle Subway below, but wanted to add a few of my own words as well. I fully agree with everything proposed by them, but also recognize that there is no perfect solution to an issue that's decades behind when it should have been built. What must be done now is whatever is possible to ensure maximum usage and convenience for riders. Deep stations, especially the one proposed in CID, seem almost like sabotage to the potential of this system. We need quick access, simple transfers, and ease of use for all involved. The system needs to be just as useful for folks moving around downtown exploring the city as it is for those commuting to work. It must connect all major neighborhoods, and be designed with future expansion in mind. This is an investment in the long term vitality of this city and will likely set the stage for how Seattle grows for the next century. It must be done right now, and it must be future proof to ensure the entire region benefits and is able to expand with rising demand for generations to come. Let's get it right. Thank you. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network,	Shane Clyburn

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	1114 NE Park Dr Issaquah, Washington 98029	

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	2104 E Thomas St Seattle, Washington 98112	

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	233 14th Ave E APT 201, APT 201 Seattle, Washington 98112	

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04/14/2022	Manager DEIS Comments, I am writing to submit my comments and thoughts to Sound Transit's Draft Environmental Statement and strongly believe the Ballard-West Seattle Link Extension must put riders and increased ridership first. Do not eliminate any stations from what voters approved with ST3 in 2016. Sound Transit should view this as the mandate and failure to deliver on this puts further expansion at risk. There are a number of specifics that I want to be sure get highlighted: Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expansion and future-proof our investments in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your consideration and review of these comments. Brandon Berg	Brandon Berg

	brandonwberg@gmail.com 1310 MINOR AVE APT 307 SEATTLE, Washington 98101	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Do not eliminate any stations from what voters approved with ST3 in 2016. This region is still growing, Ballard especially. More townhomes and density means we need all our stations, and we needed them 20 years ago. Other suggestions: Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. Some of the proposed station depths and access plans will increase travel times too much to be useful for short trips, which are essential to appeal to the broadest number of commuters. If you do deep stations, you MUST ensure escalators and elevators are fast, have enough capacity and redundancy to handle rushes, and above all be reliably maintained to minimize failures. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. 2) Smooth transfers between the system's growing lines. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. 3) Station suggestions: In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. 4) The DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is much needed, but cannot be the end of rail expansion in Seattle. The state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. It benefits transit riders and those who are dependent on cars. More people on transit is less traffic on the aging road infrastructure. Focus on transit first. 5) Here are a few suggestions for expandability: a) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). b) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). c) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. d) Midtown must be designed to accommodate future expansion to the east along Madison St. e) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your time and consideration. Sincerely, Erin Watkins	Erin Watkins

	Erin Watkins erinkitty@gmail.com 1548A NW 58th St Seattle, Washington 98107	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jon Wright jon.w@mailbox.org	John Wright

	2832 22nd Ave W Seattle, Washington 98199-2917	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Autumn Salisbury-VanderKloot tccanimda@gmail.com	Autumn Salisbury-VanderKloot

	421 Belmont Ave E. Seattle , Washington 98102	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Lee Fitzgerald lee.fitz9@gmail.com	Lee Fitzgerald

	7753 27th Ave NW Seattle, Washington 98117	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. McKenzie Carlson mckenzie.m.carlson@gmail.com	McKenzie Carlson

	902 NE 43rd St, Apt. 221 Seattle, Washington 98105	

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	3607 22nd Ave W Seattle, Washington 98199	

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	8243 4th Ave NE Seattle, Washington 98115	

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	2500 W Manor Pl, apt 217 Seattle, Washington 98199	

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	5721 58th Ave NE Seattle, Washington 98105	

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	906 N 81st St Seattle, Washington 98103-4318	

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	6631 NE 182nd ST Kenmore, Washington 98028	

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	1211 S Lucile St Unit C Seattle, Washington 98108	

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	762 North 65th Street, Seattle, Washington 98103	

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	6745 3rd Ave NW Seattle, Washington 98117	

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In order to future proof our growing system, we must design for expandability in four locations:

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(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you very much for your review of these comments.

James Ferguson
jimfer1787@gmail.com
13717 Linden Ave N Apt 125
Seattle, Washington 98133

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jason Morcos tittles.surges-0v@icloud.com	Jason Morcos

	7711 25th Ave NE Seattle, Washington 98115	

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	1425 Spring St, 410 Seattle, Washington 98104	

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	5810 26TH AVE NW SEATTLE, Washington 98107-3216	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. It is clear that the last transit expansion, which saw light rail stations in the U District, Roosevelt, and North Gate regions, were poorly planned and have had horrible consequences for short range commuters who live within 1-2 miles of these stations. As an example of the serious flaws: Routes have been eliminated that contained critical connections within Seattle. For example: Upper and Lower Wallingford were connected to each other, Greenlake, and Belltown via the 26X, which was eliminated since the end and start stations overlapped with light rail. Yet these shorter range connections, necessary for maintaining access to grocery, pharmacy, medical and veterinary clinics, and similar necessities were not replaced and the Metro response has been "just walk further to another stop", which does not take into account mobility and accessibility needs. While a boon for long-range commuters for Northgate, Edmonds, etc., the short range commutes to and from UW from neighboring communities have more than tripled. It takes 45-60 minutes to travel less than 2 miles from Lower Wallingford to UW and back due to the route changes. Yet it takes coworkers in Edmonds and Columbia City 20 minutes to cover a 10-12 mile distance. The Metro priorities of "just walk" are ableist and deny access and services to low income multi-family housing in lower Wallingford but maintain direct and short bus connections for wealthier single-family housing areas in upper Wallingford and Ballard. Despite having planned and constructed these stations for years, the U District "transit hub" around the U District station is woefully inadequate. The hub transfer stops still lack seating, which is an accessibility issue. The roadways and sidewalks cannot handle the significant extra traffic. In constructing ST3 locations and stops and resulting transit changes, the following MUST be kept in mind: 1.) Redundancies do not always exist because a bus line starts and stops at existing or future light rail stations. Consider the route and locations that fall between start and end points so that neighborhoods are not cut off from transit and important services. 2.) Keep in mind that not everyone's destination requires taking light rail. Many short range 1-3 mile trips will start and end far away from stations and these connections must be preserved, not distorted or lengthened. 3.) When designing stops and revisions, keep in mind the impact that will be had on traffic and build in sufficient space for seating at all bus and light rail transfer points. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east. (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. These expansions must not disrupt bus traffic or cut off neighborhoods. Thank you for your review of these comments. Jessica Blake jblake1350@gmail.com 3938 1st Ave Seattle, Washington 98105	Jessica Blake

04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Thank you for your consideration.	Candace Sikora
04/18/2022	I am a longtime patron of public transportation and follower of light rail since downtown Seattle and SODO helped fund the tunnel beneath the City through Local Improvement District (LID) funding. During my work years, not missing my connecting transfers was very important to me and my family. My comment is on the new Jackson Street Station hub where three link lines will eventually interconnect. I try to visualize scenarios on how patrons coming into or leaving Seattle by ST Rail, Links, ferry, bus or streetcar at the Hub would proceed to and from various parts of the city. The estimated daily boardings for the WSB Link is 30-34,000 for this station, the highest of any station on the line. I could not visualize how elevators in a deep bore station could accommodate these boardings using the existing Beacon Hill Station as reference. I urge the Sound Transit Board to carefully consider the 4th Avenue 1a (shallow cut and cover) for the Jackson Hub station for the Final EIS. This design seems appropriate for interconnecting travel over the next hundred years. Sincerely, Ron King, 84 Long Time Transit Rider, and Military Veteran Member of WA State Pioneer Family	Ron King

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Colin Price ctprice@me.com	Colin Price

	123 Broadway #422 Seattle, Washington 9812	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Christopher Gay criscolgate@mac.com	Christopher Gay

	1047 s southern st Seattle , Washington 98108	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement First, stop building train stations with parking lots, and build them with high density, low-income housing. When people have to get into a car to drive to the train station, it's already too late - (1) they're going to drive to their final destination, and (2) they are still contributing to congestion and pollution. I'm going to be starting a family in this decade, and I want my kids to grow up in a walkable city, not a congested polluted mess. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St.	Boris Leonov

	(5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Boris Leonov bvl.leonov@gmail.com 9215 Greenwood Avenue North, 201 Seattle, Washington 98103	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Reiner Decher reiner54@gmail.com	Reiner Decher

	5249 140th Ave NE Bellevue, Washington 98005	

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	3032 48 AVE SW Seattle, Washington 98116	

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	14802 Bothell Way NE, Apt 312 Lake Forest Park, Washington 98155	

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	2847 SW Nevada St Seattle, Washington 98126	

04/20/2022	Greetings: To be successful, it is critical that the stations in the Interbay-Ballard segment of ST3 expansion be located where residents and businesses can easily access them. That means we need two stations in Magnolia. One should be near Smith Cove Park, where it would be easily accessible to Expedia employees, cruise ship passengers and residents on the southwestern part of Magnolia. A second station should be near Dravus, where much of Magnolia's population resides. My preference is to have the light rail travel through an underground tunnel from Seattle Center to Smith Cove station then to Dravus station and under the ship canal to connect with a Ballard tunnel station at 17th, 20th or 22nd avenue NW. We must have shuttle buses coordinated with the light rail schedule that make regular trips from key locations in Magnolia to the two Magnolia light rail stations. Please avoid transit plans that require pedestrians to cross major roads such as 15th avenue West. Please avoid large, expensive stations. All we need are platforms, some shelter for passengers, a place for shuttles or drivers to drop people off and a place for people to lock their bicycles. The Interbay area is so close to the city, and contains so much open land, it holds great promise for potential development for affordable housing and small-scale manufacturing. Critical infrastructure should be placed underground to allow for dense development of the area in the future. Regarding Smith Cove station (SIB-1): The station should be approached by tunneling and be placed on the West side of Elliot Street/15th ave. West and allow for easy access to Magnolia Bridge or its replacement. With respect to Interbay Station (IBB-2b): The station must be close to the Magnolia community so it can be easily accessed in the event of bridge failures. The station should be designed so all buses and passenger car pick-ups and drop-offs are on the north side of Dravus or on 17th Ave. W. Trains should continue through a new ship canal tunnel. I am against the proposal to build only one station in the Interbay area and to place it close to the Armory. Thank you for your consideration. Joseph Krenetsky 2506 32nd Ave W, Seattle, WA 98199	Joseph Krenetsky

04/20/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Thank you for your consideration. Betty Sanders 3012 West Eaton Seattle WA 98199	Betty Sanders

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	18336 Aurora Ave N Ste 105 #55996 Seattle, Washington 98133	

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	1104 18th Ave Seattle, Washington 98122	

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	705 East Republican Street, Apt 102, Apt 102 Seattle, Washington 98102	

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	4540 42nd Ave SW, Apt 226 Seattle, Washington 98116	

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04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Heather A. Arnett, PhD 3029 25th Ave W Seattle, WA 98199 +1 206-234-5750	Heather Arnett
04/15/2022	Hi, I attended the meeting on March 30 to make a public comment on the WS link extension options. I am a property owner on 40th Ave SW, and most of the tunnel options go directly underneath my property. However, given the large and destructive impact of the elevated infrastructure I tend to support a couple of the tunnel options at the moment. My question is, how can we be assured that we will not experience noise or vibration pollution from the potential tunnel options? We don't want to be in a situation where our real estate values (and quality of life) are negatively impacted by noticeable rail noise and vibration. Does Sound Transit have data on what impact home owners would see from a completed tunnel underneath 40th Ave SW? Another question we had is if via the ground work any of our houses experience foundation settling, and if Sound Transit has any assurances or data related to either of these potential issues. Thank you so much in advance, Jared	Jared Thompson

04/15/2022	I have been reading your comments and the various scenarios and I believe by scrapping the Avalon Station and saving that money for other projects in the future such as extensions into White Center and Burien would be the best approach. The Avalon Station is So close to Fauntleroy and 41st it doesn't make financial sense. If a Station could be placed where the Masonic Hall and Bank of America buildings are that would be more centralized and in a better location to capture more riders now and in the future. Thank you for listening. Edward Altemus	Edward Altemus
04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).	

	(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. civic@brettmenzies.com 228 ne 174th st shoreline , Washington 98155	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Trina Davis trinajdavis@gmail.com	Trina Davis

	5716 16th Ave NE Apt D Seattle, Washington 98105	

04/18/2022	Manager DEIS Comments, The Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Michael Moynihan moynihan35@gmail.com	Michael Moynihan

	89th ave ne Bothell, Washington 98011	

04/18/2022	DEIS Appendix L4.2 Land Use, Policies & Goals Disregard prior email. This is a re-send with an addition. CID Goal ID-G1: Support the thriving businesses, organizations, and cultural institutions of the Chinatown-International District and recognize the neighborhood's rich and vital history as home to and center of many of the city's immigrant communities including the Chinese, Filipino, Japanese, and Vietnamese communities and as a historic center of the Native American and African-American communities in the city. Comments: Error in goal name; should be CID-G1 2. Goal discussion fails to consider unique community attractions as a regional draw for Asians (culturally appropriate medical services and in target languages, language programs, youth activities, cultural programs, etc.) and needs of the 1200+ elderly whose family members come to visit from afar and must use cars; also fails to recognize that emergency car transport needed as well as those about to give birth cannot get to a hospital on a bicycle, bus, on foot or by transit. Goals should be developed in partnership with community members, especially the large immigrant population that speaks little to no English, not those who claim to represent us. 3. This goal is actually 4 goals packed into one. What is the goal? Supporting...? Or Recognition? How is recognition to be accomplished and how does one recognize a historic center? What's the evidence it's a historic center? Is that a true statement as settlement has ebbed and flowed? What about the Euroamerican business owners? The multi-racial ones? City owned properties?? Afro-Brazilian business owners? African immigrants? This may be helpful, a definition of a goal: Specific, Measurable, Achievable, Relevant, Time-bound. 4. Where can one find the other CID and Policy goals? Goals should be developed with community input or knowledge they were being developed. Policy ID-P4: Encourage new business development and location within the neighborhood. The Ballard Link Extension would support mixed-use development in designated areas that could attract commercial and business uses and provide increased employment opportunities in the Chinatown-International District. The project would efficiently move large numbers of people, increase the capacity of existing facilities, and expand mobility for the corridor, which includes people of color. The WSBLE Project would increase the ability of employees, customers, and businesses to access areas within the project corridor, including the Chinatown-International District. TOD on surplus land owned by Sound Transit in station areas would follow the implementation strategy for Sound Transit's TOD program. Comments: Error in goal name; should be CID P-4 Where can one find the other policies? Discussion assumes the businesses and population would be the same after 10 years of displacement and construction. This assumption that life goes on with benefits does not apply to the CID as history tells us. Just look at the DC Chinatown when Metro went in. The businesses left and never came back (Wikipedia on DC Chinatown). The only survivors are the Chinatown Gate and one Chinese restaurant catering to tourists. 3 Estimates of Impervious Surfaces 3.2.2 Chinatown-International District Segment An existing planter strip would be removed along the Union Station Parking Garage for most of the alternatives. As seen in Table 3-2, Alternative CID-2a would add the most impervious surface…. Comment: What is the mitigation for increasing impervious surfaces? Go 4th, NOT 5th is the best solution; that way Union Station can be ringed with planters inside and outside.	Betty Lau

04/17/2022	I think that building more public transportation of any kind is a mistake. THese projects typically take at least 5-10 years to complete. In 10 years, many of us will have self-driving cars. Those that don't will be able to rent them on an hourly basis. They will be electrical, very safe, energy efficient and very convenient. Ability to drive close to other cars will take pressure off of traffic. Energy should be directed towards building roads that accommodate self-driving cars not building expensive transit projects that won't be used. Allen Radant aradant@uw.edu	Allen Radant
04/17/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don’t need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Thomas Tanner Resident of Magnolia	Thomas Tanner

04/17/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Thank you for your consideration. Thomas Tanner Magnolia Resident	Thomas Tanner
04/17/2022	The tables in this section Appendix 4.1 Acquisitions, Displacements, Relocations would be more helpful if business names were listed in a separate table. Betty	Betty Lau

04/17/2022	The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Systemwide: (1) Study Milan method cut and cover within the existing street right of way. (https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/) (2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs. (3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected. Shallower stations reduce cost, and risk of project delay while promoting shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game-day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Ballard: Study pairing a high bridge with an elevated 15th Avenue station and continue to refine all tunnel options to put a station entrance west of 15th Avenue. Reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed-down 15th Avenue Elevated Station [IBB-3] Smith Cove: Build the preferred Galer Street Station/Central Interbay [SIB-1]. Seattle Center: Build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration. Denny: Build Westlake Ave Station [DT-1] to line up with an SLU station on Westlake further north, but update vertical conveyances and aim shallower. Westlake: Build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Midtown: Build the station as shallow as possible, design the station for the surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. Chinatown/International District: Build the 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Throw out deep tunnel options. Sodo: Choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.	Alvin Ko

	Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing. Junction: Build Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. In order to future proof our growing system, we must design for expandability in five locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Alvin Ko (Zipcode: 98040)	

04/17/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Thank you for your consideration. Paula Mueller paulamueller@comcast.net 206-930-8165	Paula Mueller

04/17/2022	The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Systemwide: (1) Study Milan method cut and cover within the existing street right of way. (https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/) (2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs. (3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected. Shallower stations reduce cost, and risk of project delay while promoting shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game-day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Ballard: Study pairing a high bridge with an elevated 15th Avenue station and continue to refine all tunnel options to put a station entrance west of 15th Avenue. Reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed-down 15th Avenue Elevated Station [IBB-3] Smith Cove: Build the preferred Galer Street Station/Central Interbay [SIB-1]. Seattle Center: Build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration. Denny: Build Westlake Ave Station [DT-1] to line up with an SLU station on Westlake further north, but update vertical conveyances and aim shallower. Westlake: Build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Midtown: Build the station as shallow as possible, design the station for the surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. Chinatown/International District: Build the 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Throw out deep tunnel options. Sodo: Choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.	Darby Reed

	Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing. Junction: Build Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. In order to future proof our growing system, we must design for expandability in five locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Darby W. Reed West Seattle Resident-98116 206.920.1187	
04/17/2022	Dear Comments on DEIS, 10.2.2 Haul Routes, Construction Staging, and Traffic This section of Appendix N.5 has “Construction Staging” in the title but below has no discussion of Construction Staging. Construction Staging description needs to be added in under this section heading. Betty	Betty Lau

04/17/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Bruce Mitchell

04/17/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Stefan Praszalowicz deubeulyou@gmail.com	Stefan Praszalowicz

	1414 12th avenue Unit 620 SEATTLE, Washington 98122	

04/16/2022	3.13.3.1.2 "No changes are proposed to the general purpose traffic circulation under Alternative CID-2a and Option CID-2b." Why are there no changes? If 5th is closed, the traffic has to be diverted somewhere. This section needs clarification. 3.13.3.3.3 Alternative CID-1a* and Option CID-1b* would affect the 4th Avenue South/Seattle Boulevard South intersection in the a.m. peak hour because of the rechannelization of 4th Avenue South associated with the removal of the northbound bus lane. What does "rechannelization" mean? It should be defined for readers or use a commonly understood term. Table 3-4 Permanent Parking Loss Temporary Losses 5th Shallow 2a 50-65 155-195 Lose parking, lose business; how will relatives come visit elderly relatives without parking? How will out-of-towners staying at the Panama find parking? The Asian custom of caring for one's elders needs to be studied and included in the impacts. In the case of the CID, there are over 1200 elderly, limited English or no English, who need to be accounted for in Safety planning—they are especially leery of being hit by speeding bicyclists. Where will those coming by for take out park?] 3.15.3.3 All those planned increased bicycle usage fails to consider the high percentage of elderly going to Hing Hay Park for recreation and exercise or to just pass the time with friends. That is an impact that needs to be dealt with for mitigation. 3.15.4 Mitigation of Operation Impacts Business re-locations are difficult and potentially devastating, will the customer base follow? And where would the business go? Another nearby space would be unsuitable due to being in a construction site area with construction and traffic diversions. There are no mitigations listed here nor community input sought for such. 3.16.3.3 "…minimizing interaction with vehicles." What about all the expected bicycle traffic predicted?Lack of consideration for over 1200 elderly limited English residents who walk throughout the CID for exercise; needs to be remedied in final EIS 3.19.3 Chinatown-International District Segment 3.19.3.1 Arterial and Local Street Operations Why can't traffic diversion from closure of 4th be distributed between waterfront, Pioneer Square and CID? Why all of it detoured into CID? It must be equally diverted throughout the area. 3.19.3.3 Parking Unthinkable to remove 200 parking spaces from so many commercial streets in Chinatown: King, Weller, 5th, 6th, 8th! Go 4th, NOT 5th! What are the impacts to businesses and what are the mitigations for loss of revenue? 3.19.3.5 Safety Slower moving elderly not considered, nor effects of bikes whizzing by them. Need to include planning for safety of over1200 elderly and hundreds of children in daycares, youths in schools and attending after school activities and Saturday programs. Section lacks mention of CID population in demolition, construction and how new plaza traffic will impact them. 3.19.7.1 Transit Discussion does not include consideration of Limited English elderly or impacts to people, only vehicles and moving freight by truck or train, loss of business, visitors, relatives' visits due to loss of 200+ parking spaces, partial and full closure of CID streets. Unacceptable not to consider the human cost. 3.20.3 Mitigation for Indirect Impacts—none anticipated	Betty Lau

	Loss of 200 parking spaces, detours and re-routing of traffic through a mixed residential-business neighborhood has no indirect impacts? Unbelievable! Loss of business revenue needs serious mitigation! Indirect impacts will be as severe as direct impacts on this largely low-income community. Consider collateral damage! Above from Betty Lau	

04/16/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Stephanie Pflaum 4269 Gilman Ave W #2 Seattle, WA 98199	Stephanie Pflaum

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04/16/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. 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Most important, in Chinatown/International District: Go forth on fourth, and avoid the historic 5th Avenue and displacing businesses ! The Asian American community has recently suffered impacts from COVID, anti-Asian hate, and rampant crime. Don't build in a historic area. Also, throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. I live in Capitol Hill and one of the elevators (Denny/Nagle place) has been out all week and I've witnessed the problems this causes for people with disabilities, wheel-chair user, bicyclists, etc. The deeper the station, the more potential failure points and more challenges. Keep in mind the percentage of elders in the Asian population. In particular, the city owes it to the the community to not repeat the same transgressions of the past, such as I-5 construction which cut right through the neighborhood, destroying many Chinese and Japanese owned businesses and homes. Or the Kingdome, which also negatively impacted the character of the area and created many stresses. Don't do it again. Listen to the people! Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network,	Diana Choi

	benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Diana Choi km8524@gmail.com 510 11th Ave E Seattle, Washington 98102	

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	7322 17th Ave NW Seattle, Washington 98117	

04/16/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Sylvie Charbonnier

04/15/2022	Manager DEIS Comments, I love mass transit, I love trains. I lived in Tokyo for three years. But that means I have rather high standards, which I know we can meet: the Ballard-West Seattle Link Extension must put riders and increased ridership first. Most important, in Chinatown/International District: Go forth on fourth, and avoid the historic 5th Avenue and displacing businesses ! The Asian American community has recently suffered impacts from COVID, anti-Asian hate, and rampant crime. Don't build in a historic area. Also, throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. I live in Capitol Hill and one of the elevators (Denny/Nagle place) has been out all week and I've witnessed the problems this causes for people with disabilities, wheel-chair user, bicyclists, etc. The deeper the station, the more potential failure points and more challenges. Keep in mind the percentage of elders in the Asian population. In particular, the city owes it to the the community to not repeat the same transgressions of the past, such as I-5 construction which cut right through the neighborhood, destroying many Chinese and Japanese owned businesses and homes. Or the Kingdome, which also negatively impacted the character of the area and created many stresses. Don't do it again. Listen to the people! Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations:	Jennifer Simpson

	(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jennifer Simpson bebop1@gmail.com 1204 E Denny Way, No. 5 Seattle, Washington 98122	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Oleg Pakhnyuk opakhnyuk@protonmail.com	Oleg Pakhnyuk

	2116 4th Ave, Unit 3516 Seattle, Washington 98121	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Also think about extending the monorail up to Upper Queen Anne and then to SPU and Fremont. Thank you for your review of these comments.	Jonathan Ursin

	Jon Ursin JonathanUrsin@gmail.com 152 20th Ave Apt 1 Seattle, Washington 98122	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kaylee Nelson kaylee.nellie.nelson@gmail.com	Kaylee Nelson

	11000 NE 10th St Apt. 247 Bellevue, Washington 98004	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Benjamin Phillips bmphillips@gmail.com	Benjamin Phillips

	18602 52nd Ave W Apt C102 Lynnwood, Washington 98037	

04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Cody Davis

04/17/2022	Hi, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Thanks Kylie Keyzer Queen Anne Resident	Kylie Keyzer
04/16/2022	The DEIS falls short on Social Justice, Environmental Justice and the human costs. It needs to include a cost-benefit analysis of the CID economy by neighborhood, CID environment by neighborhood, and societal costs by neighborhood.	Brien Chow

04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Steven	Steven Suddenly

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ivan Roth ivan.h.roth@gmail.com	Ivan Roth

	2040 43rd Ave. E, Apt. 210 Seattle, Washington 98112	

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	148 NW 81st ST SEATTLE, Washington 98117	

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	1129 30th Avenue Seattle, Washington 98122	

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	7107 32nd Ave NW Seattle, Washington 98117	

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	9636 60th Ave S Seattle, Washington 98118	

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	5026 SW Admiral Way Seattle, Washington 98116	

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	7024 Greenwood Ave N Seattle, Washington 98103	

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	13244 2nd Ave nw Seattle, Washington 98177	

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	333 Summit Ave E #303 Seattle, Washington 98102	

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	6100 NE 60TH ST. Seattle, Washington 98115	
04/26/2022	I'm in support of either 15th Ave option, and against the 14th Ave options. 14th avenue has many businesses, including the new and vital food bank. Closure of the food bank would be devistating to many many families.	Ellery O'Darrah
04/26/2022	Please choose a light rail route that does NOT force Dusty Strings to have to relocate their manufacturing plant. Their plant is located at 3450 16th Ave W, Seattle, WA 98119. More specifically, I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration.	Richard Menges
04/26/2022	The 4th Ave S alternative is preferred to the 5th Ave S proposal to minimize the impact on business in the CID neighborhood. Respecting Seattle's communities, especially when there is a less harmful alternative option, makes this decision a no-brainer!	Cleo Stannard

04/26/2022	The Genesee route is not an option, at all. I voted years and years ago on an Initiative that park property cannot be used for any purpose other than for what it was intended for, and we the people approved this as a passing Initiative. This option proposed to run up Genesee street and screw up Longfellow creek and the back 9 of the West Seattle golf course is utter nonsense. Please use your common sense and just follow the Yancy alternate route.	Robert Held
04/26/2022	As a longtime resident of a neighborhood in walking distance to the C-ID, I am disheartened by the possibility of major disruption to businesses and cultural assets I frequent. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to a neighborhood and community that have been an important part of our city for decades. Disruption of access to landmarks like Hing Hay Park and the Chinatown Gate that draw tourists, as well as the risk of displacement for up to nineteen small businesses would be devastating to this neighborhood. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options. Thank you.	Venessa Goldberg
04/26/2022	Hi, my name is Ross Milne and I live in Seattle. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Ross Milne
04/26/2022	Hi, my name is Mary Pat5 and I live in the Central Area of Seattle. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options	Mary Pat DiLeva
04/26/2022	Hi, my name is Candace Schomburg, and I live in the International District in Seattle. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Candace Schomburg
04/26/2022	Clearly a tunnel route is better than the proposed elevated options. The brutalist view of concrete pillars in EIS is dreadful. All one needs do is take a look at 5th Avenue Monorail to see what that does to a neighborhood. Given the new housing development near the steel mill up to Genessee I also find it hard to believe that an elevated portion will work there either. Please choose a tunnel option	Chris Jansen
04/26/2022	It's important to the surrounding community that our small businesses are protected. With this drafted plan, it'll be displacing 19 minority owned businesses that we hold close to our heart and is part of the rich history of Chinatown. If Sound Transit truly values diversity, please reconsider moving the plan to 4th Ave so we can preserve this historical part of the city.	Chelsea Consolacion
04/26/2022	The 4th Ave. construction would affect the businesses less than the proposed 5th Ave. construction site. Please do the construction via the 4th Ave site.	Adele Reynolds
04/26/2022	Please consider having the light rail run on 4th Ave vs 5th Ave to avoid displacing local businesses in the International District	Victoria Nguyen

04/26/2022	Any alternatives must consider the impact and minimize damages and disruptions to the community of the Chinatown International District. The community has suffered a long history of discrimination and injustice, including the building of Interstate 5 and the Kingdome, not to mention practices of redlining and other forms of racial discrimination. Data on economic and social costs must be presented and included in the cost-benefit analysis. Any alignment that did not take this issue into consideration is a blatant violation of the City of Seattle's Racial and Social Justice Initiative.	Jeff Hou
04/26/2022	We value the small businesses in our community. The plan to build on 5th avenue will displace a huge number of minority-owned small businesses that we hold close to our heart. If Sound Transit truly values diversity, please consider building on 4th avenue so we can continue to preserve this historical part of the city.	Hanna Kirk
04/26/2022	I love the community of the international district and do not want to see 19 small businesses displaced for the lightrail—which should prioritize the community and our access to businesses as well. Please seriously consider opting for 4th ave S as it will not disrupt any small businesses.	chelsea salvador
04/26/2022	For the new station in Chinatown/ID, I am here to advocate for the shallow station option on 4th Ave S which Chinatown/ID small businesses agree is the least harmful for the neighborhood and its existing residents/businesses. This neighborhood is historically and currently significant and already experiencing gentrification which is pushing long-time residents, particularly residents of color and low income residents, out. We need to do what we can to allow people to stay where they have made community and to allow small businesses owned by people of color to continue to thrive. Please listen to what the residents and business owners in the ID are asking for!	Emily Chu
04/26/2022	For Ballard Station and the ship canal crossing, please don't build the impactful elevated bridge crossing. This would impact fisherman's terminal and the aesthetics of the area. Instead, please use a tunnel under the ship canal to reach the station at 14th Ave NW or 15th Ave NW. Thanks for the opportunity to comment.	Omar Jepperson

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes. Regards, Steven Ginsberg 3227 29th Ave W Seattle, WA 98199	Steven Ginsberg
04/26/2022	Throughout Seattle the modus operandi has been tearing down buildings and building multi-level apartments or condominiums with retail space on the ground floor. This has destroyed the flavor of individual neighborhoods that used to exist in the city. As a longtime resident and taxpayer I find it appalling that you want to destroy one of the last remaining distinct neighborhoods when it can be avoided. I urge you to choose the 4th Avenue option. Temporarily displacing one apartment building and a parking lot seems a much better choice than destroying the unique character of the CID. My children grew up visiting the culture of the CID , exploring the shops and restaurants. This is an experience future generations should also be able to experience.	Paula Last
04/26/2022	The link extension using the 4th Ave s alternative to the 5th Ave option will be better for the local community in the CID. Please consider the 4th Ave s option.	Austin Bass

04/26/2022	I am against the idea of building the station close to 5th and Madision. I am a resident here. It's gonna ruin our day-to-day life. Construction will involve excavation immediately adjacent to 5M tunneling immediately below 5M; adverse impacts on the 5M foundation are a concern. Gas lines are immediately adjacent to the proposed station entrance: shutoff gas leaks and the seismic shutoff's inadvertent tripping are concerns. Potential crime around the operational station.	Ziyu Han
04/26/2022	Hello, We live in 909 5th Ave, which is at 5th and Madison. We are concerned the proposal to have a new station building next to our condo building, which has over 200 residents. Specifically, we are concerned about the following factors: Madison St proposed street closures (partial or full) Madison garage entrance/exit access due to street closure Anticipated traffic gridlock around our Condo based on proposed full/partial 4th, 5th and Madison street closures Emergency Vehicle Access Temporary Parking for deliveries and vendors, including movers. We encourage you consider other options. Thank you. Sincerely, Kan Liang	Kan Liang
04/26/2022	The new expansion in the International District needs to go via 4th Avenue. Constructing the station in the heart of the ID will extinguish an already struggling neighborhood so that white people that live in Ballard can go to visit their white friends in West Seattle. People who don't live in the ID shouldn't have a say in where the people who do live and work there believe the station should go. The rich culture and vibrant businesses need to be preserved. Transportation should be about more than just moving people from one location to another, it should be about servicing a community. From the proposals I read at the pop-up event, the primary choice for the ID would not service the community. Instead, it would strangle its growth for nearly a decade. I love the light rail. I wish everyone had access to such a wonderful transportation system to a wonderful cultural neighborhood like the ID. However how could someone think it would be a good idea to kill an entire neighborhood in the name of progress? Not only would creating a station along 5th avenue and displace the current businesses that are already there, it will divide the ID making it more difficult for the remaining businesses to survive being cutoff from each other. The plans indicated the construction site would block off a fairly large area and force an already heavy pedestrian and tourist area to add more distance to their travel. For those of us with age or mobility issues this is very difficult to overcome and the choice to simply avoid it (for nearly a decade) wins out. I am white, I grew up in north Seattle and loved my trips to the ID growing up in the 80's and 90s. Over the past 10 years the ID has become my second home. I do most of my grocery shopping there, before Covid I spent most of my evenings there, now I take home food from a handful of different businesses at least once a week. I am privileged to be able to do so and I want this privilege to extend to others for generations to come.	Erika Last

04/26/2022	Dear Sound Transit Board of Directors, I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. We are grateful for all of your hard work at ensuring that Seattle residents have access to public transit options. We wanted to express our strong support for the IBB-1b alternative. We are a harp showroom and service center based in Massachusetts and yet are deeply concerned about the aspects of this project that affect the Dusty Strings Company at 3450 16th Ave W. Dusty Strings is a Seattle-based harp maker that over the past 20 years has become one of the pillars of the harp community and provides instruments to customers worldwide looking to source high quality instruments. As one of the largest harp showrooms and service centers in the country, we place an incredible number of Dusty Strings instruments in a year and without their instruments our shop would not be what it is today. As you can imagine, building a harp is an incredibly complicated task and the disruptions caused to this process if Dusty Strings needed to relocate could affect the world's harp supply; something that has already suffered due to supply chain issues and labor disruptions during the global pandemic. These handmade instruments provide peace and tranquility to amateur harpists in their homes, to friends and families who enjoy the music and to concert-goers, gig clients and hospital staff and patients who hear these beautiful instruments in harp therapy settings. There are thousands of threads linking Dusty Strings to the community of music makers around the world, as well as a staff of Seattle-based craftspeople employed at their factory who would be adversely affected by the need to relocate. Conversely, were the light rail project to move forward with the IBB-1b alternative, employees of this one-of-a-kind business would benefit by having public transit options available to them, and Dusty Strings could continue as a Seattle-based manufacturer of harps in their current location. Thank you for your consideration Warmly, Lily Assistant Manager The Harp Connection Rowley, MA	Lily Press
04/26/2022	We need to protect the CID and revive Union Station. She is beautiful and historic. I would prefer the CID1B so fewer people and businesses are displaced and we can use what our city already has. It's a historic site. 4th AVE deep is the best choice! I'd also encourage us to consider the Seattle riot of 1886 and how the CID community needs less disruption and more business. We should memorialize what happened to those who built much of our railroad system.	Caroline Poole
04/26/2022	I have a different viewpoint on this EIS project assessment. The alternative of 6th/Mercer should be better than 5th/Harrison, because It has the least traffic impacts during constructions, and this is essential to keep Seattle alive on daily basis. 2. Despite the displacements on residential and business, and the effects on historic properties and parks are greater in 6th/Mercer, all these prove this alternative/route (6th/Harrison) is closer to where foot-traffics are and will be. Isn't this the main goal for light rail extensions?	Cindy Yang
04/26/2022	Please do not chose the west seattle options that cuts off the tip of tip of the pigeon point neighborhood please instead pursue the option that stays in the north side of the west seattle bridge.	Kathryn Perkins

04/26/2022	I'm a resident of Capitol Hill and a frequent shopper in the Chinatown-International District. As someone who is transit-dependent, I'm very excited about the prospect of using Light Rail service to go directly to West Seattle. However, I'm also deeply concerned about the negative impacts that construction of the 5th Avenue South option would have on the area's business community. I also worry about the impact on cultural resources such as the magnificent Wing Luke Museum, as well as the many seniors living in the area. This area has suffered tremendously during the pandemic. The seniors are finally starting to feel safer on the streets and businesses are just beginning to come back. There have been so many losses in the area that the idea of losing another 5-19 businesses is not acceptable. With this in mind, I suggest the best alternative for the C-ID is 4th Avenue Shallow (CID-1a); second would be the 4th Avenue Deep Station Option (CID-1b). These seem the least disruptive to the long established community. Thank you.	Irene Svete
04/26/2022	Comments on West Seattle/Interbay/Ballard light rail DEIS I support a tunnel under the Ship Canal and I think we should consider a tunnel all the way from downtown through Queen Anne and Interbay to Ballard. There are problems with bridges over the Ship Canal in this area, and we know how to build tunnels under the Canal. We've been doing that for years. A fixed bridge needs to be around 200ft high which means a very long run up for light rail to get up to that height as the trains need 4% grade or less. At this location we don't have the advantage of hills that make the Aurora bridge viable. Station placement and construction are critical. Light rail needs riders who won't walk long distances to get to a station. Too many changes also deters ridership. The stations at Galer (Smith Cove) will serve Expedia and potentially cruise passengers. This could be improved with a passenger bridge across Elliott at Prospect. There is a light and pedestrian crossing there but it's far from ideal - I have witnessed several near accidents with pedestrians and vehicles attempting to run the lights and get across. The station at Thorndyke/17th Ave has some issues, especially access from both Queen Anne and Magnolia. Passengers coming from Magnolia need to get across the railroad tracks or potentially face a long walk on both sides of the tracks. Passengers from Queen Anne also have a long walk and must cross 15th Ave at Dravus which is a difficulty intersection for pedestrians. Feeder buses to these stations need to be frequent and easy to access. The planned stations are large and have lots of glass. All that is needed in a station is a covered shelter and some seating, plus ticket machines. Reducing the size would reduce costs. Plus all that glass is dangerous for birds who will not see it as an obstacle and will fly into the glass. It's the city but we do have a lot of birds. Both of theses station sites involve displacing businesses and residents. There would also be considerable noise during construction, which could take several years, and train noise when the line is operating. The best route currently being studied as part of the EIS is the one that goes west and then runs along the golf course, across Dravus to the Thorndyke/17th Ave station. The area across the golf course is either park land or BNSF property which may cause problems. The park land taken for light rail must be replaced by similar park land in the immediate area, which may be difficult to locate in this built up area. We also don't know what will happen at the Armory site. The other routes have more major problems. The route along 15th Ave (the representative route in ST3 legislation) assumes it's fine to build on an steep unstable slope which is also park property (Queen Anne Greenbelt) Plus then ir goes down the center of 15th Ave, which is a major north-south freight route. The elevated 14th Ave seems to presented because there is room on 14th Ave NW for a station but the that is not the population center of Ballard, where is your ridership coming from?	Carol Burton

04/26/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Michael Hirt
04/26/2022	Our community highly values our small businesses. The plan to build on 5th Avenue will displace a huge number of minority-owned small businesses that we hold close to our heart. If Sound Transit truly values diversity, please consider building on 4th Avenue so we can continue to preserve this historical part of the city.	Julia Berkman
04/26/2022	Hi all, Please, please consider building the lightrail away from the businesses on 5th. I have grown up coming to all establishments here with my family and it would be a shame to lose that. Not to also mention the 19 family businesses that the lightrail would close down. I do appreciate the vision for the lightrail and how many people that will help, but please not at the risk of others lives when we have an alternative route to consider. Thank you, Dana	Dana Dela Merced
04/26/2022	A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Rachel Doyle

04/26/2022	RE: Ballard Link Station/Route Elevated guideways and stations are a blight in this highly populated area. Find the funding for the Tunnel 15th Avenue NW route and station. The proliferation of high rise residences has left little wide-open skies overhead. Keeping a low-rise feel to the intersection of Market and 15th should be the preferred alternative. Build it once in a generation, and build it right!	Steven Trampe
04/26/2022	Since before the COVID-19 pandemic, the Chinatown-International District community has faced many obstacles to make ends meet. Demolishing their beloved buildings and further disrupting neighboring businesses in order to construct a 5th Ave S station is thoughtless and not beneficial for the community. PLEASE CONSIDER PUSHING THE NEW CONSTRUCTION TO A SHALLOW 4TH AVE S STATION. Thank you.	Le-Vy Craig
04/26/2022	Dear Sound Transit, The 5th Ave S expansion options will close or displace up to 19 local businesses in the CID. The construction in this area will seriously impact the entire neighborhood, casuing noise, air pollution, and loss of business for years. Many of these businesses do not deserve to be demolished or displaced to make way for the transit expansion. Supporters of the CID are advocating the 4th Ave S option as the only option because while it will cause road closures, it will only displace 5-8 businesses. The 4th Ave shallow station will cause the least amount of harm to the CID'S historic buildings and community. The CID was greatly impacted by the pandemic and increased acts of violence and hatred towards the Asian American community and these businesses do not need any further hardships placed on them, especially when there are less disruptive alternatives on 4th Ave S.	Lauren Cataldo
04/26/2022	To whom it may concern, Please consider the 4th Ave S option as the best option for the Chinatown-International District station. This would help to preserve the Chinatown community and its small businesses. A lot of my family live and work within this community and depend on these businesses for their daily needs. The loss of 19 businesses along with constant construction for 11 years would severely impact their day-to-day lives. Please choose 4th Ave S as the best alternative. Thank you, Michelle Liu	Michelle Liu

04/26/2022	Seattle benefits most comprehensively from a tunnel on the Ballard Link extension, as opposed to an elevated option, as seen in the Draft Environmental Impact Statement (EIS). The Ballard tunnel options are patently better with less impact on people and businesses, no visual impact, less noise, similar cost, no impact on ship transport, little impact on waterfront-dependent businesses, less impact on bike baths, less adverse historic impact, and little vibrational impact (Page 51 of EIS, Table ES-8. Key Environmental Impacts of the Interbay/Ballard Segment Alternatives). The Draft EIS reads like both tunnel options both require third party funding. This is not the case. Preferred Tunnel 14th Avenue Alternative (IBB-2a), is roughly the same cost estimate, $1.5B, as the "Preferred Elevated 14th Avenue Alternative (IBB-1a)" at $1.5 B- $1.6 B. A community engagement specialist at Sound Transit explained that for the Interbay-Ballard segment, one of the alternatives initially requiring third-party funding based on initial estimates (Preferred Tunnel 14th Avenue Alternative (IBB-2a)), now has a similar cost estimate to the Preferred Alternative based on updated cost estimates. It's important to note that although the cost estimates are updated, the official names of the alternatives identified by the Board's motion are not changed in the Draft EIS. In this case, why not the tunnel? On a personal level, our local, multigenerational family business prefers a tunnel option. If an elevated option is chosen, we will surely lose a commercial building currently housing local business tenants. Our company would bear additional cost and disruption following the pandemic where we assisted tenants who endured losses due to mandatory COVID-19 restrictions. Our family business cares about the future of Seattle and has roots in the community. Our ancestor, who started the family businesses, donated his ship the Valkyrie, a 106-foot retired World War II air-sea rescue vessel to be the very first Christmas Ship™ from 1949-1967. For us and our neighbors, losing buildings along Salmon Bay will change the feel and movement of Seattle permanently. We strongly recommend a tunnel option. Thank you for your consideration. Allison Zazzi	Allison Zazzi
04/26/2022	The 5th Avenue locations severely impact the Chinatown residents and businesses. This underserved community cannot take another hit. Please consider the 4th Avenue location for the new station as it will have the lease amount of impact to the businesses growing in this community who are primarily people of color.	Tyanne Faulkes

04/26/2022	I downloaded all the documents in the EIS – it is a load of work. I appreciate all the effort it takes to complete a study that encompasses a large area. I am familiar with the process. Yet. I am concerned that I heard on the radio that you would not consider the gondola proposal as a viable alternative. I take the bus out of West Seattle to access health care and to see friends. I no longer drive because the traffic to get out of the area is horrific. The most important issue is that West Seattle has lived without the bridge for two years and our lives are highly impacted. Had the rail line already been constructed, we would be grateful, but now to deny consideration of an alternative means of getting across the Duwamish to connect with the Light Rail, seems highly bureaucratic and not considerate of our real needs in this community. Here are my reasons for the Sky Link proposal: The cost is less. The time to build it is shorter. The construction has less impact on my community. This pandemic or another will continue. The gondola offers less exposure to others. The issue of climate change was not as critical when you began this study. Now it is. The construction for the gondolas has less environmental impact. The time between gondolas is faster than the trains. Less wear and tear on the West Seattle bridge and the Port. The gondola offers a great opportunity to see the city, mountains, and our community. I think this would be a great way for community members to see their community and get involved in issues. You wouldn't lose the money that the Light Rail has experienced. Anyone boarding the gondola would have to pay. I will probably be dead by the time the Light Rail is built. What a shame. I never knew why they shut down the monorail construction. Not only have we had traffic going south to access the working bridges, but the building of apartments and schools have been intense in the past two years. I have witnessed whole blocks being transformed to build 3-story boxes. Now you propose four years of disruption, removal of homes and trees. I laugh because when I moved here in 1993, I attended a Transportation Summit at the Mountaineers Club where I met the Governor Mike Lowry and others. Whole presentations on Vancouver, Canada and Portland, Oregon were given. That is almost 30 years ago. Please consider Sky Link as a viable alternative. Thank you for your consideration of my comment.	Karin Engstrom
04/26/2022	Please choose the option to build on 4th Ave S for the Sound Transit expansion West. The option to build on 5th will displace so many in the CID, this is already an disproportionately affect communities of color. Building on 5th will have so many ramifications for those who live and work there, and will result on the demolition of historic shops and buildings. If creating access at the expense of marginalized and vulnerable populations (AAPI hate crimes have been drastically rising since COVID-19 pandemic), is it really beneficial for the folks you're trying to create opportunities for? I support accessibly public transportation, but make sure you are listening to the people who it will ultimately impact the most to have it done. Reparations and reconciliation must be made mandatory for any and all harm done to the communities you choose to build through.	Katharnia Brinschwitz
04/26/2022	To whom it may concern, Please consider the 4th ave south option for the new light rail station in Chinatown. The other options (5th & 6th) would be detrimental to the Chinatown/International District community and would negatively affect all of those who live and/or work there. Please choose the 4th ave option.	Jacob Wadowski
04/26/2022	Please reconsider how you are expanding the CID station. The local community needs to be involved otherwise you are just harming small business. The CID is a vital part of Seattle that needs to be protected.	Maddy Berentson

04/26/2022	There is a lot of history, folks' livelihoods (that aren't being adequately compensated), and a food culture you haven't taken into account. Please reconsider construction until speaking with CID representatives/business owners/residents. This area should be preserved, and any improvements need to take into account the international cuisine influence & culture that sustains this historic neighborhood before initiating.	Emily T
04/26/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Benjamin Tang
04/26/2022	As a resident of the Alaska Junction (homeowner 41st Ave) I am concerned about the options for the light rail in West Seattle. I have reviewed the provided materials from Sound Transit and the choices seem obvious. In almost every case, the tunnel option will have less community impact longterm as well as retaining the communities already in place. Options WSJ-3a and WSJ-3b make so much more sense than the above ground options. Less noise pollution, less community impact, less disruption to thousands of peoples lives. Please use common sense and approve tunneling options for as much of the WS Light Rail tracks as possible. We love WS, please help us keep it awesome.	Grant Bowes
04/26/2022	Having looked over the information provided by Sound Transit, it seems that tunneling is the way to go. From reduced noise pollution to community impact, the tunnels work. Most importantly, the light rail should be tunneled through the Avalon and Alaska Stations, following the WSL-3a and WSL-3b will be the most effective options. Having rail underground means that above ground space, at a premium in West Seattle, can be preserved. Please vote for a tunneled light rail system in West Seattle.	RACHEL BOWES
04/26/2022	The CID 5th avenue has had enough construction for city projects, and the 5th avenue location for the west Seattle-Ballard light rail will negatively impact businesses and bikers. The 4th Ave option is better. However, having the link in downtown instead of the CID would be ideal for commuters.	Marlowe Zoller

04/26/2022	Please do not proceed with the 5th Ave option for the Chinatown-International District. Neither option is plausible, but the 4th Ave option is significantly better than the 5th Ave option.	Joshua Mann
04/26/2022	The extension will further damage the Chinatown small businesses and already neglected neighborhood. Has Seattle not done enough to devastate this wonderful, cultural diversed area with years of neglect? It has driven many small, colored owned businesses to close or move somewhere else. People who feel unsafe to walk or shop because of rampant drugs and violent. Now, it further decided to split the community in half and drive more businesses to close for whose benefits exactly? This is purposely targeted underrepresented areas to benefit the richer communities and it's frankly disgusting.	Huyen Do
04/26/2022	I do believe that opening a station right in international district will serve the Asian Community well. With all the riots/burglaries/property damage that has devastated the shops and now to have many of the places barely hanging on either displaced or inconvenienced with construction? The Asian hate and discrimination was enough. Please consider somewhere else to build this light rail station and not right in the heart of International District/Chinatown.	Risa Fukuda
04/26/2022	To add to my last comment, if you must build a light rail through International district/Chinatown. I would support the 4th avenue proposal the most. As this will have less of an impact.	Risa Fukuda
04/26/2022	Hi, move forward with the rail on 4th. It will be detrimental if you build on 5th with the long closures, the businesses it will close and the neighborhood impact on the asian community. I care deeply for our international district and want to see it thrive the best way those local there need. All the best, j	Jason Costales
04/26/2022	Please reject proposed light rail routes DEL-5 and DEL-6! It jeopardizes Transitional Resources. An organization that does so much good for the community. Thank you!	Rachel Martin
04/26/2022	I would like to comment on the proposed construction for the transit in the Seattle International District on 5th Ave. So many local businesses and communities would be displaced by such a large project compared to the alternative at 4th Ave, just a block away. I urge that the option with less harm to Seattle's Asian communities, which after a long period of fighting racism now has a large amount of support from the public, is not blatantly gentrified by the proposed 5th Ave option.	Marion Emme

04/26/2022	Sound Transit poorly executed equitable community engagement; the Racial Equity Toolkit did little to make the residents, businesses, and community members of the CID feel like they understand the real impacts and the real ramifications of the new CID Link station - nonetheless, understand five different options on the table for us to understand on our own. The CID neighborhood has been a playground for outside development. The controversial construction of Kingdom and the severing of Japantown by I-5 are only a few examples of this. With history being a cycle, now, we are preparing to be the regional transit hub of the Puget Sound, without directly asking to be. The alternative I desire has the fewest impacts to the residents, businesses, and people of the CID neighborhood. This means the least amount of surface construction. The least amount of forced business displacement. The fewest number of forced resident displacement. The least amount of construction pollution (I already fear that the construction will prevent our children and elders from wanting to be outside). I also am thinking of the many elders that live outside the neighborhood in Beacon Hill/South Seattle, and know that they want to be able to have a smooth bus ride to get their groceries or meet their friends. So, I hope ST knows that the impact of this station will affect many folks outside this neighborhood too. From my most comprehensive understanding, this means abandoning the 5th Ave options. Building on 5th will destroy too many key businesses, and be too close to the heart of this neighborhood. Most people I know are not advocating for the 5th option. I can't help but think that making the CID a regional transportation hub might be a death sentence. I can't help but think that it will intensify gentrification, increase the rents, and in turn, displace residents. It's hard to choose a preferred alternative when all of them will drastically change the neighborhood you love forever.	Carmen Hom
04/26/2022	Asking that you please heavily consider the impacts to the CID businesses and cultural identity of adding the station in the proposed 5th Ave locations. The 4th Ave placements would be much less impactful to an already marginalized community.	Tianyi Huang
04/26/2022	The repercussions of adding the stop in Chinatown-International District are brutal and unfair. It is not acceptable to ask a community that has endured displacement, hate, and struggles throughout the pandemic to continue to bear the weight of more construction woes. 4th Avenue makes far more sense, affects far fewer people overall. Thank you for your time.	Regina Aletto
04/26/2022	When considering Chinatown International District (CID) options for the West Seattle and Ballard Link Extensions, please avoid the 5th Ave option where small business will be affected. The CID is a treasure and the small businesses in the CID are the heart of the neighborhood. The Asian community in Seattle has endured too much--especially within the last 2 years. The 5th Ave option is asking them to endure much more for YEARS to come. We should be uplifting this neighborhood--not demolishing or disrupting it. If you must, please minimize this disruption by moving forward with the 4th Ave alternative. Thank you!	Mavina Lim
04/26/2022	I believe the West Seattle community has a robust metro system at this time. The light rail would do more harm than good to this community. The number of homes or apartment units that would be demolished to make way for the light rail during a housing crisis is not acceptable. Especially as many newly constructed building would be demolished. What an unconscionable waste of resources. Instead invest the money to provide an expansion to water taxi services. Both transportation to the taxi and a more robust schedule year round.	Kelsey White
04/26/2022	Please build the Chinatown station on 4th so it will be less disruptive of businesses and parking. The businesses currently proposed to shut down for the 5th Ave station are important to the community's cultural heritage and. identity.	Julia Granstrom

04/26/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Every day we read of the critical need for high quality care for persons with serious mental illness, and the proposed plan would devastate one of the best models in this state. As a physician at Harborview, I am keenly aware of the need strong support more programs like those at Transitional Resources, and the notion that Sound Transit might take action to devastate such a program is truly unfathomable. I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	James LoGerfo, MD
04/26/2022	Please consider my comments for the West Seattle and Ballard Link DEIS as follows: A. General Comments First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station. 2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up. 3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should be planned to interface with a line east to Fremont, Wallingford, and the U District, and perhaps to extend north to Greenwood. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road. 4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail. 5. Construction impacts are important but shouldn't determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes. 6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines. B. Detailed Comments West Seattle Link a. Junction - Short Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5]. Study a refined Elevated Fauntleroy Station that would use the right of way to reduce residential displacement and costly property takings. b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Push the Delridge station as far south and close to Delridge as possible. Construct a	Jesse Simpson

pedestrian overpass with a direct mezzanine connection over Delridge to ease transfers for riders of the 120 bus/H line.

d. SoDo - Prefer the At-Grade Station for ease of transfers between West Seattle and South Seattle.

2. Second Downtown Tunnel, Chinatown-International District to Westlake.

Study options to avoid the duplicative and extremely expensive construction of a second downtown tunnel between Chinatown-International District and Westlake.

The EIS does not address the second downtown tunnel's impacts to riders on the existing light rail line from South Seattle and further south to Capitol Hill, UW, and points north. These riders will have to transfer at either the Chinatown-International District Station or Westlake Station as a result of the second downtown tunnel. Internal conveyance between stations is estimated at 3-5 minutes, in addition to the time required to wait for the transfer. The EIS does not estimate the negative impact on ridership as a result of this forced transfer. There are no mitigation measures identified in the EIS for this significant and permanent impact to tens of thousands of daily riders.

Please study an alternative option to interline all of the light rail lines through the existing tunnel, with signaling improvements to permit the tunnel to handle trains every 2 minutes.

As an additional alternative, please study constructing Ballard to Westlake as a standalone automated metro stub line (similar to Vancouver's Skytrain), with short, frequent trains. This would permit smaller and cheaper station footprints. Defer construction of a second downtown tunnel and study an alternative alignment that would increase the areas of Central Seattle served by grade-separated transit. The future extension of the Ballard to Westlake line could run from Westlake to Mount Baker via First Hill, Yesler Terrace, and Judkins Park, increasing transit access to these dense clusters of people and jobs that have a concentration of low-income affordable housing.

3 - Ballard Link

a. Denny - Prefer DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Utilize the Denny Station entrance cost saving refinement, closing Lenora Street to cars.

b. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible.

c. Do not consolidate Denny and South Lake Union stations as identified in the Downtown Community Advisory Group presentation. If station consolidation must happen for cost savings, place the consolidated SLU station around Terry and Thomas, in the center of the SLU neighborhood and near all of the highrises under construction. The walkshed of Dexter and Denny is limited by the 99 tunnel portal, Denny Park, the relatively lowrise zoning used to protect Space Needle views, and the need to cross the very busy 7th Ave N.

d. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible.

e. Smith Cove - Galer Street: Prefer Galer Street Station [SIB-1].

f. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Refine Thorndyke Retained Cut to move the station as close to Dravus St as possible and include entrances on both sides of Dravus St for bus route integration.

g. Ballard: Advance the Elevated 15th Ave Station with a draw bridge, studying how frequently the bridge would need to open.

Continue to refine all tunnel options to put a station entrance west of 15th Avenue. The EIS does not identify any mitigation measures for placing the Ballard station at 14th Ave, which is an additional 3 minute walk from the densest concentration of homes, jobs, and retail in Ballard around 20th and Market. There are no mitigation measures proposed to assist with pedestrian safety at 15th Ave NW and NW Market St.

Open study of a 20th Ave Station that would cross the Ship Canal in the 14th or 15th Ave tunnel alignment before turning west to serve the core of Ballard, with a station in the vicinity of 20th Ave and 56th St. I performed an isochrone analysis of different Ballard station alternatives using the 2020 Census block-level

	data, and found that a station at 20th and 56th is within a 5 minute walk of 5,635 people, compared to only 3,074 for 14th Ave and 4,493 for 15th Ave. The EIS does not identify	

04/26/2022	The proposed Midtown Station needs a serious alternative. The Downtown Segment has only been considered as the cheapest connection for the proposed WSBLE between Westlake and International Stations. The preferred alignment is straight down 5th Avenue which is the shortest most direct route. However the existing tunnel is under 3rd Avenue. Midtown Station as proposed will be accessed from 4th Avenue through a pedestrian tunnel. Meaning, the new station entry will be only a couple of blocks from the existing University Street Station. How many new ridders will the Midtown Station generate? Not many. Maybe a few hundred. Is that level of service worth the cost of a new station? Or should the Midtown Station be deleted? Yes, the funding proposal presented to voters and approved did include a downtown station without a very specific location. Downtown Segment Alternatives considered were only proposed to validate that 5th Avenue was to cheapest alignment. Why not seriously consider a Downton Station that actually serves Downtown? A station on First Hill at Terry and Cherry would actually do that. Instead of generating a few hundred new ridders, a First Hill Station would generate thousands, maybe ten thousand new ridders, every day seven days a week and spread over the entire light rail operating schedule every day. Three hospitals, Seattle U, several retirement communities, Yesler Terrace low income housing, various community services, the Cathedral, residential and commercial developments would be served. Seattle continues to encourage additional high rise buildings in the First Hill neighborhood. The community deserves light rail service. Not just for the benefit to the community. The entire City, King County, the whole Metro service area would benefit since numerous regional services are located on First Hill. The First Hill Neighborhood is designated by Seattle as part of Downtown. First Hill service was originally included in the light rail extension proposed for Capitol Hill and Husky Stadium. It was found viable and property was actually bought to build it. Unfortunately crossing the Ship Canal was found to be much more expensive than estimated. The money to serve U of W had to be found somewhere. The First Hill Station was deleted. Correct decision for the time. Years have passed. Time to reconsider First Hill. Service to First Hill now will cost more now, and more than the proposed 5th Avenue alignment. But the benefit is also greater. A life cycle cost benefit analysis would be a worthwhile to draw a comparison. Several additional alternatives were developed and evaluated regarding service to West Seattle. Others were prepared for Ballard, and again for the University District Station. None of those new alternatives considered added a single new ridder to the system. None reduced travel time by even one minute. But Sound Transit spent millions of additional dollars in studying these options solely for benefit to Seattle residents. A similar study of First Hill light rail service would benefit the entire region. Just consider. ST could acquire the entire block now occupied mostly by the Frye Art Museum. A deep station could be excavated and served by two banks of 3 or 4 elevators. No escalators. The excavation could provide an underground parking garage. Street level station access could include commercial businesses. Several upper floors could house the reconstructed Frye Art Museum. Upper floors of a 30 to 40 story high rise tower, or even taller, could be mixed use. Why not? It could include low income residential operated by say Plymouth Housing, offices, cultural, social, and market rate residences. A restaurant could be on top, The Top of the Town perhaps. The structure could be a signature architectural gem for the entire city and generate ST riders for itself. Just where do we get the money? Well, that is the key question for service to West Seattle and Ballard too. The First Hill concept described above might not cost ST more than what is proposed in 5th Avenue because of two factors: • A large signature high rise could be mostly financed by private investment. • Substantially larger ridership would generate increased revenue over the life cycle of the facility. It just might be a worthwhile investment for the community. Surely it is worth exploring. Certainly not too late. That is the point of a draft EIS. And time is not yet a factor.	John Wilson

04/26/2022	I would like to offer some input on the Interbay/Ballard Light Rail expansion segments currently being discussed. Having spent much time in Seattle, a portion of it living in Ballard, I see the need for and support a light rail project. Although I do not currently reside in Seattle, I do spend time there regularly. I am strongly connected to the community as I am a graduate of Seattle Pacific University and the University of Washington, and have family-owned vacation property in the San Juan Islands. Having said that, I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. I understand that there is much to consider, but one in particular is of importance to me and, literally, the world wide music community. I am specifically speaking of the DUSTY STRINGS COMPANY located at 3450 16th Avenue West. Dusty Strings is a local family built, owned and operated company that has become a significant and world renowned builder of concert class harps. They have been committed to the local community for 43 years (even when shut down for Covid, the owner personally created and manufactured mask/shields for the health care workers at all of the local hospitals) by hiring local, skilled craftsmen and remaining in Seattle, unlike many other small manufacturers who have been driven out by rising costs fueled by tech driven businesses. Dusty Strings built a specially designed manufacturing facility just 20 years ago that would be astronomically expensive to rebuild locally, especially considering the current real estate costs and lack of site availability, and would severely disrupt their manufacturing processes for a significant period of time. The IBB-1b Alternative would be the route that would not force The Dusty Strings Company, as well as a number of other small, owner-occupied businesses, to either close their doors or do a costly relocation. It would save well over 100 jobs, many the jobs of dedicated local craftsmen with many years of expertise in instrument building. Alternatively, it appears that the “Pink Line” - according to your published map - would negatively impact far more businesses and their employees than the IBB-1b route. I strongly believe that the IBB-1b route would be a far better solution than decimating a number of small businesses and putting many businesses and, consequently, their employees’ livelihood in jeopardy. Thank you for your thoughtful consideration -	Deette Bunn
04/26/2022	I recommend the new link for West Seattle to Ballard to consider Pioneer Square vs CID. It would be great with regards to being closer to the Colman Dock ferry terminal for Seattle/Bremerton and Seattle/Bainbridge Island routes. This would facilitate even more passenger usage and transportation options to Waterfront and retail/business core. Thank you for your consideration.	Marie Beltran
04/26/2022	Please move forward with the other option and do not impact the lives and businesses living in the CID	Michael Mercado
04/26/2022	Please move forward with this project on 4th -- there will be considerable impact to the neighborhood with any solution but protecting the businesses and culture of the International District should be prioritized.	Allyson Schneider
04/26/2022	As much tunnel service as possible would be best for the West Seattle lines. Surface and elevated routes would be very disruptive both during and after building. Surface routes are the worst possible option.	Kevin Graft

04/26/2022	I am deeply concerned about the impacts of two proposed new Sound Transit light rail station station locations on the CID community. Any station along 5th Avenue that demolishes beloved local small businesses and creates an environment of noise and traffic for other nearby stores and restaurants does not have CID's interests at heart. Linking two predominantly white neighborhoods (West Seattle & Ballard) should not take priority over quality of life and economic livelihood of CID residents and proprietors. Many small business in other areas where Sound Transit stations were built could not survive the years-long construction zones that made it difficult for customers to arrive and enjoy themselves. I watched this happen to restaurants I loved in Capital Hill, MLK and Tukwila neighborhoods. I don't want to see this happen to my bothers and sisters, uncles and aunts, grandmothers and grandfathers of the CID, who all have given me so much over the past 25 years. The Fourth Avenue station option is the least invasive and community friendly and I hope that you will consider my comment when making a decision in this matter. Thank you.	Stephanie Morris
04/26/2022	A large source of my information has been from Table ES-5 from the EIS, as pertains to the CID. I am largely criticising the columns of data labeled CID-1a and CID-1b The central district is historic to many of the people who have inhabited it and whose family have a generational attachment to the district. Because the CID is populated by Asian and Asian-American families, any act to change the landscape will have a massive, overwhelming affect on the people who live there. This in itself, to me, is a questionable practice, to override the desires of the community who would most benefit from this station as is, and who have spoken against its moving north to 4th street, which is currently a bus depot. I see that there are clear, predicted issues in the data that will make transportation and safety less accessible to those who live in CID, and it will negatively impact both businesses and citizens in their daily life for a project which will most likely run past its predicted completion date. What I think is most problematic is that CID-1b projects a full closure of 4th Avenue South (South Jackson Street to Seattle Boulevard South) for 6.5 years. I assume this will run to at least 7 years as city projects are often behind and thus far the light rail project has not been most timely. My question is: Why select this station? What improvements really need to be made? What is wrong with the current light rail station? Removing a bus line seems like a choice that will also impact the safety of our bus drivers and passengers. The list of Construction Transportation Impacts is overwhelming in the CID-1a and CID-1b avenue data columns. Truly, the only part of this plan that I agree with is the removal of parking in the CID on streets to make room for more bike lanes or buses. You are looking to displace 200 employees, and I don't believe this information is veritable as it likely does not take into account business owners, or expanding businesses. Here, businesses will not even be permitted to expand and may need to move because of the years of work for transit in the CID. Even CID-2a estimates up to 230 employees, which cannot be better, though there is less construction and displacement plan overall. The CID-2a and 2b plans are what is best for transit and I hope you will consider this and the thoughtful comments being sent your way to help preserve the identity, culture, and community of CID.	Jill Abruzzio
04/26/2022	Hi there, Construction through Chinatown-International District via 5th Avenue would disrupt the neighborhood and businesses. Adding the train station on 4th Avenue would be much more preferable. Thanks so much!	Marilyn Liu
04/26/2022	4th Ave. Should be the option for sound transit. The impact the 5th Ave option the CID will practically kill any ethnic culture Seattle has left.	Yenvy Pham

04/26/2022	As density increases in Seattle, it is good to have an alternative to driving by using Sound Transit. Thank you for your work. I am in favor of Elevated 14th Ave. Option (IBB-1b) that will not affect the current operation of Dusty Strings at 3450 16th Ave. W. This route looks less congested by keeping Sound Transit roughly in line with 15th Ave. W. and may displace less homes and businesses. I am the brother of Ray Mooers. Twenty years ago, Ray and Sue Mooers, owners of Dusty Strings, designed and built their building to accommodate their rapidly growing harp and hammer dulcimer manufacturing business and their unique requirements. This is not an average building as it was specially designed for their artisan business. It has seismic upgrades, electrical upgrades, humidity controls, high ceilings, a dust collection system meeting fire department codes, a loading dock, elevator, and rental space that houses additional local businesses. If Dusty Strings is forced to leave, all of these conditions will need to be available at a new location and it would be a financial hardship to locate or rebuild in a city like Seattle. If this happens, it will be the third time our family has been forced off property due to eminent domain by a governmental entity. I feel it is important to save rare manufacturing jobs in tech-heavy Seattle and continue the revenue stream and taxes that benefit all. Dusty Strings is known worldwide for their handmade wooden instruments and the beautiful music they create. Relocating Dusty Strings would be a major financial hardship for this Seattle business of 43 years and their employees. Please use the IBB-1b route and protect the current Dusty Strings location. Sincerely, Kelley Mooers	Kelley Mooers
04/26/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital and integrated services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings–would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. There is a crisis right now in mental health care and a large demand for the services TR provides. Uprooting the critical programs that they provide, as well as displacing the individuals they serve when the demand is already high, would put unnecessary pressure on the system. The results could be catastrophic, both to our clients and to the community at large. As someone who cares deeply about our community and the nonprofits that give to those in need, I strongly urge the committee to reject both the DEL-5 and DEL-6 alternative proposals.	PRESTON HORNE-BRINE

04/26/2022	I think I prefer the 4th ave option because it displace people in newer buildings with bigger businesses that can handle that expense and bounce back. Plus logisticaly it makes sense. It's a road that can easily be rerouted where 5th can't	Simone Childs
04/26/2022	Please do not build this station on 5th. The alternative on 4th would benefit the community best. The closures of many businesses in this area would be detrimental. The disadvantaged would be impacted negatively with closures of businesses like Uwajimaya.	Ivette Alvarado
04/26/2022	Don't put a station in the international Distric. It is a historic neighborhood with irreplaceable important cultural landmarks. Many elders live there as well and the displacement would be cruel and life threatening. Plus the pollution, noise and bad air quality would have a negative impact on an already vulnerable community. Plus there is already a light rail station, TONS of city busses, an amtrack station and a greyhound station nearby. Seems like a literal waste of money to dump this resource on an area with highly dense transportation resources. Like how about put it somewhere where it's hard to get to by public transit, u know somewhere usefull.	Georgia Smith
04/26/2022	Hi there, After reviewing the pros and cons of each of the station options, it's clear that there is a winning option. The 1a and 1b proposal clearly impacts fewer people, businesses, and parking to economically fuel the non-demolished or closed surrounding businesses. I think giving the general public a choice makes folks feel heard to weigh in on two options, but it's time for this option to be removed as something we might consider! Be well, Kirsten	Kirsten Zoba
04/26/2022	I have been a volunteer at Ballard Food Bank for many years. The light rail options on 14th Ave would require closure for three years which would be devastating to our clients. I do not support any light rail options on 14th but do support options on 15th.	Patty Curtiss
04/26/2022	As a user experience professional at a Seattle-based software company in the ID, it's my job to advocate for users. Just like in software, if the solution is too hard to use or takes too long, people are less likely to use it, damping growth of future ridership and lowering customer satisfaction. So I hope that ST3 alignments and stations are decided with the needs of future riders in mind, which, to me, means short travel times (including time to get from street level to the trains), easy wayfinding, and convenient transfers. It was somewhat disappointing for me as someone who voted for ST3 that the proposed stations are so deep, which to me means longer total travel times, less reliability (since elevators/escalators often break), and inconvenient transfers. In the ID, a shallow station on 4th would be the fastest for me to get to work. My partner works in South Lake Union. It's striking that none of the options serve the core of SLU, and so I'd urge considering a station around Westlake & Harrison. Lastly, I think a Ballard station on 14th is less of a Ballard station and more of a Freelard station. It's too far from the main part of Ballard and means crossing car-heavy 15th on foot to get to actual Ballard. I hope a station on 20th could be considered, but a station on 15th (with entrances on all 4 corners) is a good compromise and is a good setup for future extension up 15th.	Gerry Chu
04/26/2022	Regarding Sound Transit choosing a route to build a new station in the CID that links West Seattle to Ballard - I am against the 5th Ave option because it will have a detrimental impact on our neighborhood after a history of construction impacts, xenophobia, hate crimes, and the pandemic.	EunJean Song

04/26/2022	I am so proud to live in a city so committed to public transit! While it is important to connect neighborhoods, it is also important not to destroy neighborhoods in the process. Please listen to the residents of the CID and move the proposed station to 4th Ave. The CID is already suffering from xenophobia, racism and a global pandemic- demolishing beloved businesses and making the neighborhood inaccessible with construction will quite possibly kill it. Save the CID Move onto 4th ave Thank you	Amy Lowrance
04/26/2022	It would be much better if the light rail in the international district was on fourth ave rather than fifth. The fifth ave location will displace valued small business that bring nothing but goodness to the community.	Lila Zeichner
04/26/2022	Please first consider the livelihoods of the people who will be impacted by this planned construction, before money. As your report shows, many people who live and work in Chinatown-International District are low-income families, many of whom are immigrants. As someone who cares deeply about this community, I think it would be an injustice to subject families and businesses to more physical and health disturbances through more long-term and consistent noise pollution and air pollution, in addition to uprooting businesses they have poured their lives into. The ID means so much to so many people who aren't welcomed in other places of Seattle.	Christina Guevara
04/26/2022	I am a resident at 5th & Madison Condos, basically on top of the proposed Midtown station. While I generally support the location of the line in the preferred alternative and the location of the station centered at 5th and Marion with entrances at 4th & Madison and 5th & Columbia, I do have concerns about 1) depth of station, 2) construction effects in the neighborhood, and 3) effects of the on-going station operations. 1. I am sure you will hear many comments about the station depth, including the "shallow" option, and the need to get right the efficient movement of people in and out of the station. I know the depth of the Midtown station is contingent on the depth of CID station, so I support any CID station that is not deep. 2) Given that only the station entrances are being constructed at the surface, I'm still perplexed why the draft EIS calls for so many street closures and for so long. And for whatever reason the shallower the station, the less impact there is on the surface streets. This is another reason I support the shallowest tunnel possible. ST can destroy downtown through years of gridlock. Clearly that must be avoided. 3. Sound Transit needs to ensure the community that these station entrances don't end-up like the one at 3rd and Cherry.	Michael Amend
04/26/2022	I am deeply concerned about the proposal to engage in lightrail construction on 5th Ave, and advocate for engaging in construction on 4th Ave instead. Chinatown/International District is an important site for community, cultural revitalization, organizing, and much more. It is already facing the pressures of ongoing gentrification, the rise of Asian violence due to COVID-19, and displacement. These small family businesses are integral to what makes the CID community so rich and diverse, and construction would displace over 20 businesses. Construction and years of road closures/detours would impact businesses greatly, and knowing that elders make up a significant portion of the CID community brings up concerns about not just accessibility, but health as well (i.e. noise, air pollution for years). For a city that prides itself on equity, diversity, and inclusion, building a lightrail station on 5th Ave would undermine that. The CID is not just a community hub with family businesses, but also a home to so many people and the disruption from the lightrail construction would cause so many levels of harm. Sustainable infrastructure for public transit is needed, but it can't be at the expense of an already marginalized community; we deserve better.	Ammara Touch
04/26/2022	I prefer the 4th Ave option. The 5th Ave option will have undo negative impact on an already negatively affected area.	Chad Pemberton

04/26/2022	Chapter 4.2.1.3 states that more than a thousand people may be displaced from their residences and commercial enterprises, stores and other services will be demolished and possibly relocated outside of West Seattle. The disruption to neighborhoods and of the greater West Seattle community will be significant, destroying the character unique to this area. Chapter 4.2.1.7 and 4.2.1.8 greatly understates the housing situation in West Seattle. While Redfin practically shows very little home inventory in West Seattle, the DEIS states: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify based on their income or credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base if clients have to travel longer distances to get services. Chapter 4.2.10 states that the energy related impacts during construction would be short term and not have an adverse effect. Current standards for what are considered sustainable building projects calculate the carbon footprint of both short and long term impacts including the removal and replacement of residences and businesses. Appendix L4.6 references carbon consumption, citing that “general FTA estimates” were applied, but energy consumption during construction has not been taken into account. Clearly these concerns and many others addressing the true impact of the proposed project have not been adequately addressed and understood by those residing and working in West Seattle. Paul Tankel RA, LEED AP Architect / Campus Planner 2449 55th Ave SW Seattle, WA 98116	Paul Tankel
04/26/2022	Hi there, I wanted to advocate for the new lightrail station in the International district to be located on 4th St instead of 5th. 5th St would displace and severely impact small biz there, some of my fave places.	Ashley Skjordahl
04/26/2022	Hi! I would like to say that out of the 5 potential locations for the new station in CID, the one on 4th Ave will cause the least amount of harm to the community and businesses. Because CID is already such a busy place and is being negatively impacted by gentrification and rising costs of living, any construction would even further disrupt daily lives and businesses. However, constructing a station on 4th Ave would only displace 5-8 businesses as opposed to the other options where it would displace over 15. On top of that, these businesses are extremely popular and bring a lot of customers to CID every day. If these businesses on 5th were to close down, the livelihood of CID would suffer as well. Please consider constructing on 4th Ave only. Thank you, CE	Catherine Evangelista
04/26/2022	Your 4th and 5th Ave options will have long standing and permanent implications in the international district that will devastate or even demolish long standing Seattle businesses. Construction progress in transit far too often comes at the cost of Seattle’s international district and seems especially egregious when considering the cultural identity of the area. Seattle has done more than enough to devastate communities of color and has the responsibility to do the work to repair and rebuild those communities rather than quite literally demolish another one and cause grievance to community members, businesses, and visitors to the ID.	Lindsay Malatesta

04/26/2022	The 4th Ave Alternatives will have much fewer detrimental impacts to the already marginalized community in the Chinatown-ID area. As a Seattle native, I've continued to witness decades of growth which impact the poorest communities the hardest. Combined with the racial disparities exacerbated by the pandemic, the residents and business owners of Chinatown-ID need to be the primary focus of the expansion. Please do the right thing and choose the 4th Ave option.	Michelle Huynh
04/26/2022	I believe that the "4th Street Deep" alternative for the Chinatown-International District would be the least disruptive to the neighborhood. None are ideal options given that every alternative causes a number of disruptions to the area, minimizing the negative impacts of the light rail expansions should be paramount. The local community has already had to endure years of hardships, especially in recent years due to the global pandemic and uptick in hate crimes and xenophobia. While businesses and residents persevere through these difficult times, I believe that if given the opportunity, many would be able to recover and thrive. In order for that to happen, I believe that limiting the number of impacted businesses and housing units is key and while the "4th Street Deep" alternative may be more expensive than some of the others, the estimated impact towards local businesses is also the least of the five options. Ultimately, if the light rail expansions are to have meaning, they must connect the various communities of the Puget Sound region. If too many businesses and residents are impacted and driven out in the process, that defeats the point of these expansions...	Raymond Lam
04/26/2022	Hello, I am writing to recommend the fourth Ave stop instead of any fifth Ave options in the CID. I am excited for the expansion of the light rail. I recently was able to use a stop to get to the mariners game and back home as it begins to expand to where I live. As someone who frequents the CID, I understand the challenges of business to find affordable spaces to launch or continue. While either spot will displace businesses the fifth Ave option impacts considerably more. I am excited for a stop to be there help bring in foot traffic to the CID, but the current community there should also be considered. Thank you for your time, Devin	Devin Arceo
04/26/2022	4th Ave S is the only option that should be considered for the international district!	jiayang li
04/26/2022	Would like to support the plans for the station on 4th Ave in the C-ID. Alternatives (5th Ave) cause much more disruption and negative impact to the vulnerable businesses and folks in the area.	Hannah F
04/26/2022	While there are many benefits to the West Seattle and Ballard stations the effects of the construction of these stations will directly impact many businesses and jobs within the International District. Many businesses will have to close during construction that may last years and many people and jobs will also be displaced. Finding alternative routes for construction may be more beneficial to a broader population which can have a positive effect for people now and in the future.	Ysabelle Gardon
04/26/2022	Hello, I'm writing out of concern for the proposed project developments on 4th and 5th ave in the CID. While both will impact the local businesses, community organizations/events and history of the area, the impacts of the 5th ave proposals are more detrimental. A number of workers would be displaced, along with multiple businesses. This is a central part of the CID that would be drastically transformed by the station. I'm concerned about the impact on the culture and community which has already weathered numerous challenges. Please help us preserve a precious area to the community and city!!!!! With care, Alyssa	Alyssa Reyes

04/26/2022	As an individual who lived for years blocks off of S Jackson St, it breaks my heart that alternatives CID-2a and CID-2b (the 5th Ave options) are under consideration in section ES.3.1.2.2. The destruction of a large plurality of beloved, neighborhood-defining restaurants and storefronts would be a shameful and detrimental blow to Seattle's Chinatown-International District. Though I will not have to live with the daily consequences of years of 5th Ave construction as cherished sidewalks give way to clouds of dust, among those who would are some of my dearest friends, treasured establishments, and most respected local heroes. This neighborhood, after a history of construction impacts, xenophobia, hate crimes, and deep losses from the pandemic, should not have to bear the fragmentation and hurdles to healing that the CID-2a and CID-2b alternatives entail. Thank you for your consideration.	Brent Schroeter
04/26/2022	I strongly suggest not to establish the station on 5th Ave in the international district as it will largely impact many local businesses that were already hurt by the pandemic. Please consider moving forward on 4th Ave instead.	Amy Tsang
04/26/2022	Please choose 4TH to build the light rail. All options will cause road closures and impact to the CID in a significant way. However, the 5th Ave S options will close or displace up to 19 local businesses. The construction in this area will seriously impact the entire neighborhood. The 4th Ave S will cause road closures and displace only 5-8 businesses. We believe the 4th Ave shallow station will cause the least amount of harm to our historic buildings and community.	Belén Herrera
04/26/2022	Please consider the community and businesses that will be affected by your construction and routing decision for the International District light rail. The 4th Avenue option for CID link/light rail will be much less damaging to the community than the 5th Ave alternative. Please choose the 4th Avenue option for the light rail in the International District!	Hilary Northcraft
04/26/2022	As a third generation Seattleite who has witnessed profound change and displacement in our city, I was dismayed to learn that plans to expand the light rail would impact local businesses in the CID - even when it was promised early in the process that ST would work with community on this. The CID has endured so much with Covid, crime, rents—we owe it to this vibrant neighborhood to ensure that smart transit expansion benefits everyone. Please reconsider plans that do not route through 5th avenue.	Anna Goren
04/26/2022	Despite Sound transit's recent goals of "equitable engagement and racial equity," it is clear that the planning of the WSBLE project is a complete disregard of such pursuits. Every possible iteration of WSBLE promises to demolish, disrupt, and displace the ethnic communities and small businesses that make up the CID, a neighborhood that has already faced the consequences of major city construction projects. Further, the CID carries with it Seattle's history of racially exclusive and discriminatory practices against minority communities. Sound transit's plans to expand the existing station is an irresponsible and harmful decision that counters every other effort to preserve the CID's communities.	Miran Kim
04/26/2022	Please, on behalf of the disadvantaged in our community and everyone who tries to help them, do not route the light rail on 14th NW. All of the 14th NW alternatives require closing 14th NW during construction. Not only clients but suppliers would be unable to get to Ballard Food Bank. Although the community does as much as we can with individual donations, most of the food comes by the semi truckload from area groceries and distribution warehouses. It would be devastating to have that supply threatened. We worked and saved for years to buy and build a new home for Ballard Food Bank. Please do not cut off access to it. Of course, we are talking about something that will supposedly happen in the 2030s, when I will likely be dead or close to it. And ideally, there will be no more need for Food Banks at all, because all food supply and distribution will be equitable and freely available everywhere. In that case the situation would be a lot different, but we have to assume conditions as they are today. So please, route down 15th NW, or find ways to ensure continued truck, van, and bus access to Ballard Food Bank during all phases of light rail construction.	Theano Petersen

04/26/2022	Hello, Hope your day is well. As a resident of Seattle I'd like cast my vote for the new station in the International District to be constructed on 4th Ave(options 1A/1B). My reasoning behind this is because I think it will cause less disruption in the surrounding area, lead to a smaller displacement of employees and overall affect less people. Not only is 5th very central to the CID but there is already transportation along 4th so to me, this would seem like the best course of action. Thank you, Zachary Somerscales	Zachary Somerscales
04/26/2022	Please move transit plans to 4th Ave to prevent a lot of small businesses from having to close. The CID community has already been through so much the last couple years.	Nancy Taing
04/26/2022	With regards to the Chinatown International District, I urge you to move forward with the 4th street location instead of the 5th street options to minimize the impact on local businesses, residents and visitors to the area which has already suffered so from the pandemic, other major construction projects and xenophobia. Thank you for your consideration and work to expand public transportation options for the citizens of Seattle.	Brianna Jensen
04/26/2022	my comments relate only to Duwammish and West Seattle portions. I prefer the fewest housing and business displacements for the fewest dollars. which means tunnels over elevated tracks. less impact visually and divisionally to the respective neighborhoods.	Hallidie Haid
04/26/2022	I have lived in Seattle for 33 years, and twice a week I go to the CID, to get groceries and eat out, with my family. I oppose the expansion of the Sound Transit center in the CID. I saw images of the proposed train station expansion in the CID. Looking at all the options, I see that the option on 5th Ave S will displace many CID small businesses, around 15 at least as I count. I oppose the expansion because I believe the construction will either totally remove small businesses, or will impact them negatively over the course of the construction period. There are options on 4th avenue that will expand into the train station and while I understand that all the construction options will close small businesses, I ask that Sound Transit consider the 4th Ave S option and NOT the options closer to the China Gate. Though I hope the the expansion could be stopped and placed somewhere else entirely. The CID is a neighborhood that many of us have cultural and ancestral ties to. It is both a place where people live--who would be impacted by the noise, and is also a place with many beloved small businesses. I think that this expansion will negatively affect both business, and residents. And it reminds us of the feeling of having been redlined into undesirable real estate, only to have disruptive public infrastructure built over top of us when convenient for the city--I am thinking of I-5. Please don't build this if the Chinatown residents did not ask for it, and if small businesses and community members oppose it.	Chloe Huber
04/26/2022	I strongly feel that the tunnel option is the best option. It is unacceptable to displace people from their homes given how unaffordable housing is with home prices and rents up roughly 20% in just the last year. Even if they are fairly compensated, housing inventory is extremely low and puts an extremely unnecessary strain on these households.	Steven DeSouza
04/26/2022	Please do not allow for the rail station to be build on 5th Avenue, where many important businesses within the CID have been rooted. Building on 5th would be destructive to the community, please place the station on 4th Avenue.	Anna Hanson
04/26/2022	We are in support of the tunnel option as it has the least negative impact on the residents, businesses, and environment.	Heather Tabler

04/26/2022	I would like to comment on the proposed routes for the link to go through international district. Please avoid all 5th avenue alternative routes. The ID is such an integral part to the heart of Seattle's culture. The impact of new lines and stations cutting through the center of the ID will have on the (already suffering) community will be detrimental. It may seem as if the 4th Ave alternatives carry more negative affects when it comes to considering construction issues, but these effects are temporary compared to what would happen to the soul of ID. I urge those whom it may concern to choose other alternatives over construction in ID. Thank you for your time.	Jessica Nguyen
04/26/2022	Prefer 4th over 5th	Kassidy Gerber
04/26/2022	Please consider the 4th Ave option as it will have a significantly lesser impact on the businesses I go to regularly.	Clare Mengebier
04/26/2022	We should be doing the least invasive route. As terrible as it is that we will be displacing any business during this construction, we should be trying to minimize that impact. For that reason we should push efforts into the 4th Avenue option instead of the 5th Ave ones. The only reason to do the 5th avenue location is if you are trying to get rid of older businesses and Chinatown's business history. We already have an option that has minimal impact, so we should be going with that one so we do not harm the smaller business more than COVID already has.	Jessica Paz
04/26/2022	CID businesses and residents have already been disproportionately burdened throughout the pandemic. Whether that is through violence or slow business, we must all prevent further harm. A 5th ave placement impacts people living there, businesses operating there, and people who obtain services there. My favorite coffee shop only just remodeled their space and I swear to god if you push them out of this community I will lose it!! Placing the rail on 4th mitigates harm the most. Let's do the right thing.	Daysha Gunther
04/26/2022	Please uphold your statements about equity and listen to CID community members by building along 4th Ave instead of 5th. The ID has already been cut up for the sake of infrastructure and at the sacrifice of businesses and the community. Please don't exacerbate that further by displacing business and demolishing buildings of cultural relevance. Please build on 4th, as the community is requesting.	Anna Berman
04/26/2022	Please build the new rails on 4th and do not impact the local businesses in the international district. They are mostly family run and are essential to the development and culture of the Asian American and Pacific Islander communities in Seattle. Building the rails through the ID will cause immeasurable impact by removing jobs and businesses that have been around forever and a staple to our AA/PI community. Thank you for your consideration.	Mai Vo
04/26/2022	I'm not against improvements to public transportation - it's clearly a plus for small businesses in the long run. However, there must be other locations the station could be built rather than demolishing the present small businesses that have been in the district since its early days and really represent the long-standing culture of the community. My parents were also small business owners and were evicted with no compensation to demolish the building they were in, to build a hotel. They worked day and night knowing that they wouldn't leave with a cent. Please consider the anxiety the businessowners must be feeling about their families' future, and the legacy that will be no more. What is the International District without its culture?	Dami Song
04/26/2022	This train should align with 4th Ave. S and skirt around International District as much as possible. Any other option will disrupt the daily lives of many more thousands of people, not to mention the dozens of small business owners! The train is a good idea but let's minimize collateral damage as much as possible.	Eden Medhane
04/26/2022	Please don't build on 5th it impacts so many businesses and homes. It will make getting in and out of CID so much harder. We have historic buildings and businesses to think about. To maintain the integrity of our international district please consider building on 4th instead.	Elizabeth Sabogal
04/26/2022	I support the Ballard extension to be built on 15th as it's closer to downtown Ballard and wouldn't affect the Ballard Food Bank as much. Although, I actually think an option on 20th makes the most sense in terms of location and would prefer that as an option if possible.	Maddy Gremaud

04/26/2022	Hello, I would like to add my suggestion to keep the Interbay station in Interbay. With multi family housing, Ballard FC & Seattle Pacific's stadium and the new Storm facility located off 15th and Dravus. A station for the Interbay area should not be scraped nor moved more than .5 miles for those off 15th - 20th. Our transit development must be focused on developing both quickly and for the city's growth in the future.	Sean McDonald
04/26/2022	Any of the 5th Ave Options (CID-2a,2b and CID-2a diagonal) surely create the most detriment to the community. Not only is it displacing citizens of Seattle who live in these buildings, it is also harming commerce to the International District/Chinatown businesses. 4th Ave Options (CID-1a, 1b) should be the only option in consideration for the West Seattle/Ballard line. 4th Ave, at its current status, is most commonly used for public transportation lines. Creating this next extension should not come at the cost of lost business and displacement of innocent citizens.	Hannah Luu
04/26/2022	I have lived here all my life and this is where my inmigrant parents built their community and where I found others from my same upbringing. This would be wiping out the asian community and our businesses for gentrification and is unfair to the community. Please support the owners and those living there in keeping these stores in business.	Larissa Phan
04/26/2022	Alternatives CID-2a and CID-2b displaces so many businesses that are essential to the Asian American community. An estimated 19-27 businesses will be displaced but that does not include the surrounding businesses affected by noise pollution and lack of foot traffic in the area may lead for additional closures. I would like to proceed with the 4th Avenue alternatives CID-1a or more preferably CID-1b	Jasmine Le
04/26/2022	I am concerned about the CID stations that have the potential to disrupt this neighborhood. I highly encourage this project to prioritize the CID's integrity as a historical neighborhood. While I am super excited about this project, I think it can be done thoughtfully so as not to disrupt the core of the CID, which has already been impacted by I5's construction.	Ardina Boll
04/26/2022	This development will affect the C-ID community in many ways for many years. Moving forward with this development will negatively affect the residents here and doing so would be a mistake.	Ari Au
04/26/2022	Please keep the community safe!	Amy Kim
04/26/2022	Sound Transit should NOT move forward with the 5th ave options, the 4th ave options will have the smaller impact on the businesses and residents in the Chinatown - International District. The CID has been negatively impacted by so many construction projects in past years, Sound Transit needs to go with the option that will displace the fewest number of businesses and buildings, which is the 4th ave option.	Evan Shigaya
04/26/2022	I hope the sound transit board will make the best decision for the community and build the tunnel option because it displaces the least amount of businesses and residents and also has the least negative environmental impact to our land and water.	Carrie Wooldridge
04/26/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The Genesee routes violate a City ordinance driven by citizen initiative that Park property cannot be used for purposes other than what it was intended for. The Parks Department supports the Yancy alternatives. Personally, I live in a condo on Avalon Way. The roadway has already been drastically restricted in order to creat bicycle lanes and further restricted parking. Where in the world do you plan to put light rail?????????	Grady Irvin
04/26/2022	I would like to comment o the IBB-In proposed section of the light rail. I have long been a devoted customer of Dusty Strings, having purchased several harps from them. I hope you'll choose an alternate route for the light rail that will preserve their building.	LeighAnn Bekemeyer
04/26/2022	Please put this on 5th avenue. It's otherwise going to demolish and displace historic ID businesses we all know and love. It is also already a mich quieter area than 4th ave	Daniel Onufer

04/26/2022	Build this on 4th street. It is the most obvious plan that impacts the least amount of people. After all the years of construction that the CID has gone through this is a choice that can lessen the impact. Save 5th St and move forward on 4th.	Halleli Zacher
04/26/2022	Please choose the 4th ave extension through the International District! 5th ave is too detrimental	Caitlin Collins
04/26/2022	I am a neighbor to the CID and a proud supporter of the community's businesses. The plan will not just negatively impact businesses, it will impact generations of people (many of whom have experienced displacement). Please utilize the 4th Avenue alternatives.	Emily Schorr Lesnick
04/26/2022	ES-20 Delridge Segment - Andover Street Station Alternative DEL-5 Visual Simulation of Alternative DEL-5 Southwest Avalon Way: The photo in the EIS is misleading and would best reflect reality with a real-time photo of the buildings that are present. This is a design that seems to be based on the appearance of SW Avalon Way when it was lower density prior to 2016. This small space is now an up-zoned area with 36 new townhomes all within the space that appears like green grass in the photo. These buildings all opened in 2021. One construction project is currently underway. Each townhome is valued at $600k to $900k in the current market. At the low end, this is $21M in additional property acquisition costs that do not appear to be accounted for. The people in these locations have not received acquisition notices… The photo additionally shows a large rail post set in the only southbound traffic lane of SW Avalon Way. This design simply would never function. The EIS fails to address how critical traffic flow on SW Avalon Way would be maintained. The EIS fails to add the cost of the 2020 re-design of SW Avalon Way into the total cost, as the road clearly will need to be re-designed a second time. The city of Seattle has deemed SW Avalon Way as a critical parking area due to up-zoning. The EIS fails to address how the same volume of parking will be maintained for SW Avalon Way. Delridge Segment - DEL 5 is not a viable design option. To remove such a high volume of the brand new homes on SW Avalon Way (and in the Delridge area) begs the question --- Who would be left in the Avalon neighborhood, for the Avalon stop to serve?	Jenny Zielke
04/26/2022	I would hope the sound transit board would make the best decision for the community and build the tunnel option because it displaces the least amount of businesses and residents and also has the least negative environmental impact to our land and water.	Zachary McGhee
04/26/2022	I want to express my support for the Ballard extension to Locate the Ballard station on 20th Ave, a location central to both the commercial and densest housing in Ballard Prioritize the use of a tunnel over a bridge.	Daniel Johnston
04/26/2022	Strongly advocate for one of the tunnel options, preferably WSJ3a. This option creates less impact in terms of displacing residents from their homes and avoids the visual and noise impacts of an elevated guideway. Elevated is the absolute wrong scale for the pedestrian-heavy Junction and would absolutely destroy the character of the heart and soul of West Seattle. If it's elevated, it's better not to build Link to West Seattle at all.	Jennifer Babuca
04/26/2022	This is for section ES.3.1.2.2. Chinatown-International District Segment. Please don't create more stations in C-ID, this will shutdown businesses, people will loose jobs and the it will create horrible traffic in the area that is meant to be walkable. C-ID businesses have suffered enough through pandemic and racism and the homelessness issues and crime. As a resident of C-ID I want an authentic neighborhood that is walkable and safe from crime, drugs and homelessness. Thank you.	Diana Mayorga

04/26/2022	after reading over the proposed options for the station in the international district i would highly encourage you all to think about the cultural and economic impact this will have in one of the most marginalized neighborhoods in seattle. i hope you can access the humanity to see the impact this has and listen to those you're impacting. to build a train station on 5th avenue would be a detriment to the community and their quality of life for so many years. the options on 5th avenue would displace so many in a neighborhood that has seen so many pushed out already. i really hope you take into consideration the community's needs you're ultimately uprooting. thank you, renee shure columbia city resident	renee shure
04/26/2022	Hi! Considering the impacts of both the 4th Ave options and the 5th Ave options, it is clear the 4th Ave option has the least negative impact on the existing infrastructure and businesses than that compared to the 5th Ave options. As an employee who works in the CID, please consider my comment on this issue. Thank you.	Raiza de Vera
04/26/2022	Hi, I'm commenting specifically on 2-56 and 2-57, referring to the 5th Avenue alternatives for CID. Compared to the 4th Avenue alternative, the 5th Avenue alternatives will significantly disrupt the neighborhood and its businesses, and have more detrimental impacts. This alternative affects significant portions of the CID neighborhood along 5th Ave S, 6th Ave S., King St., and Weller St - major streets that house businesses and residents core to the community. The 5th Avenue alternative will cause 19-27 business displacements (and in some instances, building demolishment), and in turn, an upwards of 200+ employee displacements. Especially given that this project could last up to 11 years, the community would need to weather the construction and demolition, and the poor sound and air quality that will follow. This neighborhood has already been affected by previous government projects - I'd seriously consider the impacts of the 5th Avenue alternatives and generally this project, and how it will come at a cost to the CID community and its cultural identity.	Trinh Nguyen
04/26/2022	Hi, my name is Christy Bear and I live in Bellevue. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options. ** Please don't marginalize this wonderful community further!	Christy Bear
04/26/2022	Regarding the light rail extension that runs through the CID, I strongly favor one of the proposed lines that runs along 4th avenue. This route has the least impact on existing business. The proposed routes along 5th have an unnecessary, detrimental impact on an historic neighborhood and busy economic center that it would not bounce back from. Many of those businesses would not come back and be replaced by others that do not have the history and connection with the neighborhood.	James Lenon

04/26/2022	While I am a very enthusiastic supporter of Sound Transit, (and any public transportation), I am opposed to the DEL-5 and DEL-6 alternative proposals for the light rail expansion. These two proposals would directly and negatively impact 3 Transitional Resources properties. Transitional Properties are critically needed for a very vulnerable segment of our population. Our society desperately needs more of these facilities, not less. This expansion would be a devastation. Please do not consider DEL-5 and DEL-6 in your expansion plans. Thank you for your kind consideration, Brenda Paull Olympia, WA	Brenda Paull
04/26/2022	I strongly oppose the construction of a 5th Ave (both shallow & deep) Station in the C-ID. The effects of the proposed 5th Ave (both shallow & deep) Station on the C-ID would be devastating. Those buildings hold businesses that are a core part of the community, and to demolish those buildings and permanently displace those businesses would be a horrific tragedy. There is no reason the station needs to exit right next to the Chinatown Gate and go under these blocks with many businesses. Please reconsider these plans based on the damaging and lasting effects on the community of the C-ID.	Shannon Lubetich
04/26/2022	Please consider the tunnel option as the best option. It displaces the least amount of residents and businesses. It is also the most environmentally friendly option and is a lesser threat to the land and surrounding water of these neighborhoods. Thank you.	Lesley Rabago
04/26/2022	I urge you to not move forward on the production of the 5th AVE light rail transit station as it will cause many businesses in Chinatown International District to move to another location and ultimately change Chinatown forever. I have been living in Washington my entire life and it would be devastating to see my favorite local businesses to move to different locations and for Chinatown to become an entirely different place.	Dan O
04/26/2022	Dig baby dig! Tunnels at both Ballard and West Seattle Junction. Build the preferred 5th Avenue alignment. In the Chinatown-International District build a shallow tunnel at 4th Avenue S as that's the least impact to the ID and best for transfers. Make sure the South Lake Union Station will be able to accommodate or connect to a future Aurora rail line by placing it between Dexter and Westlake.	Andrew Baker

04/26/2022	Dear Sound Transit Board Members, Thank you for the opportunity to comment on the WSBLE Draft Environmental Impact Statement. My spouse and I have lived in the Avalon neighborhood at 4026 32nd Ave SW since 2018 - a wonderful neighborhood of single family homes, and within the walkshed of both the proposed Delridge and Avalon Stations and many businesses. We are excited about the potential for light rail expansion to our neighborhood, and strongly recommend the board select the options that will best respect the existing built and natural environment while creating potential sustainable West Seattle development in and around our neighborhood. We strongly believe that the best option available - and the only one that we support - is the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). Avalon Station: First and foremost, we do not believe the Avalon Station will add significant value to the overall West Seattle community given its proximity (only ~.5 miles) from the Alaska Junction Station. There isn't any other place along the Sound Transit line that has such a significant station density as these two proposed stations as those in Pioneer Square, and Pioneer square has significantly higher population density than our combined neighborhoods in West Seattle. Furthermore, I regularly walk to the location of the proposed Alaska Junction Station in less than 15 minutes. Given our strong support for the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b), but the uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station (and all its associated costs and impacts) in exchange for a longer tunnel. Delridge Station: We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). We believe that the Andover station alternatives (Del 5 and Del 6) are poorly designed to serve the community due to (1) poor walkability for the Delridge community, and overall for walkshed of the station. Having regularly walked from Delridge up SW Yancy St, we know how steep the grade is on that street and we are very skeptical this "uphill walk" location will serve the Delridge community. (2) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (3) poor compatibility with racial equity toolkit; (4) poor compatibility with existing bus routes along Delridge Way SW; (5) lack of community input Furthermore, we believe it is an irresponsible use of public funding to continue to allocate resources - time, funding, and effort for additional studies around the Androver station. We have been consistently disappointed throughout this process by the last minute additions and alternatives that are proposed around the Andover station, with no details or additional information to allow neighborhood response that is shared proactively with the community. These changes erode our trust in Sound Transit, and any confidence that a logical and data-informed approach is being used to evaluate all options. Alignment: Of the options available, we strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b) as the best overall option. We would support that option with or without the inclusion of the Avalon station, and would advocate for lowering the cost of this alternative by dropping/removing the Avalon station altogether. We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources and childcare on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. Additional alternatives to study:	Megan Zamora

	We strongly encourage Sound Transit to study removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood. Sincerely, Megan Zamora Neighborhood Resident 4026 32nd Ave SW Seattle WA 98126	
04/26/2022	I am in favor of the 4th avenue exit as I want the least disruption to CID businesses. I have been a patron of those businesses for most of my life and do not want them to move. They provide traditional foods of my home country and cultural backgrounds. In addition, those businesses have already suffered greatly due to the pandemic, crime, and homelessness. They should not be made to suffer more.	Minh-Tam Pham
04/26/2022	Looking at the alternative options, it seems like 4th Ave would have less an impact on businesses in the CID which have struggled in the pandemic. I travel 4th Ave up by Jackson regularly and think a new station there would make more sense with less impact to businesses.	Natalie Shields
04/26/2022	Please heavily consider the impact of the 5th Avenue construction will have on the CID. This option causes temporary or permanent displacement of multiple small businesses. While the 4th Avenue options will disrupt traffic and take a longer period of time for construction, based on the draft I believe that in the long term, the 4th Avenue option is better suited and better serves our community. Thank you!	Kelsey Hegg

04/26/2022	Sound Transit Board Members, Thank you for the opportunity to comment on the WSBLE Draft Environmental Impact Statement. My spouse and I have lived in the Avalon neighborhood at 4026 32nd Ave SW since 2018. I am excited about the potential for light rail expansion to our neighborhood, and strongly recommend the board select the options that will best respect the existing built and natural environment while creating potential sustainable West Seattle development in and around our neighborhood. I strongly believe that the best option available - and the only one that we support - is the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). Avalon Station: I do not believe the Avalon Station will add significant value to the overall West Seattle community given its proximity to the Alaska Junction Station. There isn't any other place along the Sound Transit line that has such a significant station density as these two proposed stations as those in Pioneer Square, and Pioneer square has significantly higher population density than our combined neighborhoods in West Seattle. Given my strong support for the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b), but the uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station (and all its associated costs and impacts) in exchange for a longer tunnel. Delridge Station: I support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). The Andover station alternatives (Del 5 and Del 6) are poorly designed to serve the community due to (1) poor walkability for the Delridge community, and overall for walkshed of the station. (2) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (3) poor compatibility with racial equity toolkit; (4) poor compatibility with existing bus routes along Delridge Way SW; (5) lack of community input Furthermore, I believe it is an irresponsible use of public funding to continue to allocate resources - time, funding, and effort for additional studies around the Androver station. I have been consistently disappointed throughout this process by the last minute additions and alternatives that are proposed around the Andover station, with no details or additional information to allow neighborhood response that is shared proactively with the community. These changes erode public trust in Sound Transit, and any confidence that a logical and data-informed approach is being used to evaluate all options. Alignment: Of the options available, I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b) as the best overall option. I would support that option with or without the inclusion of the Avalon station, and would advocate for lowering the cost of this alternative by dropping/removing the Avalon station altogether. I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources and childcare on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. Additional alternatives to study: I strongly encourage Sound Transit to study removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood.	Sergio Zamora

	Sincerely, Sergio Zamora Neighborhood Resident 4026 32nd Ave SW Seattle WA 98126	
04/26/2022	The new station needs to be on 4th instead of 5th for the least amount of negative impact to small businesses.	Kristin Boyle
04/26/2022	I am writing to express my concern about the multi-year construction project of a new Link station along the Chinatown-International District 5th Ave S that would be tremendously disruptive to the neighborhood and community. Up to nineteen businesses would be at risk of displacement, not to mention the disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and current communities in the Chinatown-International District by staying away from the 5th Ave S options. Thank you.	Barbara Fristoe
04/26/2022	ES.2.1 states "Expand mobility for the corridor and the region's residents, which include transit-dependent people, low-income populations, and communities of color." However, the alternatives remove housing in low income areas, remove apartment housing and overall housing availability in a geographic-limited area. The alternatives do not provide specific stops to low-income and communities of color focus more along Delridge south of Genesee.	Aaron Zielke
04/26/2022	It is most important that Sound Transit consider the 4th Ave alternative for the Chinatown International District station. This alternative will minimize the disruption and conserve businesses in Chinatown. Furthermore, it will help to preserve Chinatown in its current state, where the 5th ave alternative would certainly bring significant disruption to the community. Make the right choice and select the 4th Ave alternative.	Joseph Esteban

04/26/2022	ES.2.1 states "Encourage equitable and sustainable urban growth in station areas". However, all above-ground alternatives in ES.3.1.1.3 and ES.3.1.1.4 remove apartment housing along Fauntleroy and near Alaska junction, with no opportunity to replace this housing. Figures show potential displacements, but do not factor in cost to residents to relocate in West Seattle (at increasing competitive prices), and does not appear to factor that land for new development in West Seattle is extremely limited. Residential and commercial impacts will likely force residents and businesses our of West Seattle completely, and/or drive up costs for relocating (and existing) residents.	Aaron Zielke
04/26/2022	Bring farther-west locations for the Ballard station back into consideration. A station near 20th or 22nd Ave NW would best serve the established commercial and residential core of Ballard.	Corey Ford
04/26/2022	I am a West Seattle homeowner in Delridge. Elevated tracks are a bad idea and have huge, negative impact on neighborhood and environment, including the displacement of residential housing and businesses. The best approach is the Medium Tunnel 41st Ave (MSJ-5) pairing with WSJ-2. Thank you	Sara Mason
04/26/2022	Please do the north alternative. I live in Pigeon Point, and do not want the north end of this beautiful neighborhood taken away or for neighbors to lose their homes. Again please go with the north alternative that preserves the historic Pigeon Point neighborhood.	Rachel Seligman
04/26/2022	There is a real need for safe ways for pedestrians and cyclists to cross the Ship Canal west of the Fremont Bridge. Although the Bicycle Master Plan envisions a multi-use trail on the Ballard Bridge (figure 3-13), no project to implement this is planned (figure K-15), and crossing that bridge remains a highly unpleasant experience. I would encourage exploring opportunities to address this need as part of the Link extension, such as by designing a multimodal transit/pedestrian/bike crossing or even simply allowing fare-free rides between the Ballard and Interbay stations.	Corey Ford
04/26/2022	ES.3.1.1.2 states "alternative DUW-2 would displace the most water-dependent businesses. ...As a result, there could be a broader effect on regional jobs and income than the jobs and businesses displaced directly by the WSBLE Project." This impact is not specified as part of the Duwamish segment. It is not reasonable to use this impact as a factor for not choosing DUW-2 unless some estimate of future impact is done. This estimate of future impact must be weighed against the proposed impact to the neighborhoods impacted by the other DUW alternatives.	Aaron Zielke
04/26/2022	Please do no runs major line through the CID. The heart of Chinatown is the community, the ability to walk around, to feel the community. Running a line either 4th or 5th would take away the spirit of Chinatown for over a decade during construction. This will not add to the community but take away from it. There's already a trolly. Chinatown is historic and the construction and crime that can be introduced to the community will be detrimental. Please listen to our community and do not run a line through any part of Chinatown.	Theary Chhim
04/26/2022	Please do not choose the 5th avenue alternative. Please do not destroy a sacred and vibrant neighborhood and community that is CID. Growing up in Seattle, this neighborhood truly felt like this was a city I wanted to be a part of, what diversity and inclusion stood for. Time and time again, construction and demolition in and around this area has shown the resiliency of culture and what 'diversity' means to this city. Seattle has done a poor job at saving, restoring, rectifying damage done multiple times to not only this neighborhood, but to others in the area. My grandfather was born here in the Great Depression; driving around with him, he would point out and tell different stories of what this magnificent city looked while it was being built and cultivated. I grew up going to the bake shop and tea zone creating memories that bring so much joy to me and others. This plan is only thinking of commuting and revenue, not of community and equity. Fix the west Seattle bridge. Fix the bus routes. Fix what's already there instead of creating a new problem that will last 11 years. Building on 5th avenue would result in MASSIVE negative impact to the Seattle economy,culture, and community. Construction and street closures for hot to 11 years(closed stores, squatting, unemployment going up). Historic building will be demolished, decrease in air quality and increase pollution which can result in wildlife impact, CO2 rising, increase in heath impairments, and negative impact on tourism into area(also economic).	Allison Yanak

04/26/2022	In S.3.1.1.3, DEL-5 alternative would remove all improvements done to Avalon Way in 2019-2020, and impacts brand new construction (still in progress in 2022). This demolition of new construction and housing should be included in environmental impacts. Additionally, there is no mention of impact to parking on Avalon Way, a "critical parking zone" per the city of Seattle. While we all want to encourage taking transit whenever possible, we cannot ignore that most people in West Seattle need a car for at least occasional travel. Impacts to residents ability to park, and the related impact to guests, vendors, ride share, etc., must be included in any impact assessment.	Aaron Zielke
04/26/2022	City of Seattle and Sound Transit, I find it hard to believe that you don't see how problematic it is to displace historically marginalized communities in order to build a transit line that connects to one of the whitest areas of Seattle. And if you do in fact see how problematic it is, you are instead making the proactive choice to do it anyway. The CID is a neighborhood that has thriving culture and life and has already been severely, negatively impacted by the city's construction projects. There has to be other options that will not continue to harm the communities that have always been mistreated and ignored. Please, do not let this project continue under its current plan.	Maddie Maguire
04/26/2022	The addition of a new station in the CID would affect the neighborhood greatly. These changes could be detrimental to many people and businesses. The CID is an important cultural and historical part of the city of Seattle. It is a safe space for many people of color. If the 4th Ave and 5th Ave stations are the only options for the new station. Please move forward with the 4th Ave plans. It will displace less people and businesses and make less of a footprint on the CID.	Angela Nako
04/26/2022	I'm advocating for the new ID light rail station to be on 4th instead of 5th. Fifth would severely impact small businesses in the area. Thank you	Megan Swanson
04/26/2022	Please move forward with the 4th Ave expansion alternatives (1a and 1b) rather than the 5th Ave expansion options (2a and 2b) - the 4th Ave options, while still detrimental to the CID and businesses there, impact and displace fewer CID businesses and would overall be less of a negative impact to the community. Please do not hurt the community more than it already has been impacted!	Jenny Mohrig
04/26/2022	Don't shut down the CID, move to 4th!	Angelica Sanchez
04/26/2022	Creating a new station is great but displacing a huge portion of international district does not outweigh the pros of the station. These businesses have struggled through the pandemic and now you are going to just bulldoze their buildings and livelihood.	John Lim
04/26/2022	The 4th Ave options for the new/expanded CID station are clearly much, much better than the options on 5th, which seem to necessitate destruction of some historic buildings and will be a major disruption to residents and businesses. The 4th Ave options have the potential to knit together pioneer square and the CID with pedestrian connections and increased activity (and potentially mitigate the danger to pedestrians at the intersection of 4th and Jackson) while disrupting only roadways and infrastructure. And given Sound Transit's record with escalators, a shallow dig seems advisable.	Evan Chakroff
04/26/2022	Please do not build the new Link Light Rail for the CID expansion through 5th ave. It would disrupt the CID community and have a significant impact on businesses in that area and the people who live there. Building the light rail along 4th ave would be a better alternative.	Grace Rathbone
04/26/2022	Do not build a second light rail stop in the international district. Not only will it be detrimental to the local businesses, it will create unsafe conditions for the local residents and visitors. Instead, build a line through the waterfront area	Laura Escalona-Flores

04/26/2022	Please minimize the construction time spent in Chinatown and pick a route with no displacement of businesses. My friends and I are in graduate school and learned so much about so many cultures in Chinatown. One particular instance was during February when we were watching the Mak Fai Kung Fu team perform lion dances to bless the businesses. I was educated on the culture and understood how it was such a big part of the culture to ring in the lunar new year. Everyone should have the opportunity to learn about other cultures in Chinatown. The community's gathering at places like Oasis Tea is important to exchange cultural knowledge. Please consider minimizing construction and please do not displace any businesses.	Kelli Yamada
04/26/2022	For the stop at CID, please consider the 4th Ave options (not 5th Ave) as it would impact less businesses. In addition, the light rail station and street car have impacted so much already.	JI LEE
04/26/2022	As an Asian American, I'm tired of seeing asian businesses get destroyed or pushed out of Chinatown. We should be preserving this vital part of American history, and expanding the business and culture in the area, not shrinking it. I highly disagree with the invasive 5th avenue options, as it would displace beloved CID businesses and also make it incredibly difficult to do business in CID for 10+ years. Construction of public transportation is important, but it should not be done at the expense of CID. There are huge parking lots near the football and baseball fields, if anything, those should be replaced by public transportation options to significantly reduce the need to even drive and park. Having lived in New York for years, there can be long walkway tunnels that connect stations together. There is no need to force expanding an existing station, when less invasive alternative options are available and we've seen these patterns used by other cities with well established metro systems.	Sherry Liao
04/26/2022	I'm in support of the least invasive route through CID which in my option would be the 4th Ave Option which displaces less businesses and residents. With the widespread damage that has occurred in the CID due to the pandemic and public safety issues due to decreased patrols , moving forward on a 5th Ave option would be yet another blow to an already marginalized population who are constantly having to adapt to the changing landscape of Seattle's economy as an afterthought.	Cynthia Ting

04/26/2022	I'm writing regarding route proposals for the West Seattle/Ballard link extension (ES.3.1.2.5. Interbay/Ballard Segment, page ES-36). I am concerned in particular about the impact on the building at: 3450 16th Ave W Seattle, WA 98119 Two of the three proposed routes go directly through the building at this address, which houses Dusty Strings Company, as well as our tenants (four other small businesses). Although I voted for the light rail and have looked forward to its completion for years, I'm saddened to see that my long-time workplace (Dusty Strings) may be unnecessarily demolished in the process. Since 1979, Dusty Stings has employed local, skilled craftspeople to build harps and hammered dulcimers, earning worldwide recognition and respect. By the turn of this century, we had outgrown our original location in Fremont, and were able to construct and move into our own new building, which has space for four tenants in addition to our own customize-designed, state-of-the-art workshop, unique to the manufacturing of handcrafted harps and hammered dulcimers. Through excellent management and foresight, we've continued to thrive in Seattle, even through very tough times such as the 2008 turndown and the recent pandemic. After surviving those two major challenges, what a shame it would be to end up losing our building to the light rail! If forced to relocate, roughly 65 workers would be displaced from the five businesses in this building. It would be very difficult to find another commercial space within Seattle that would meet our unique needs, as well as the needs of our tenants. Moving outside of Seattle would not only cause a major disruption to our operations but may also cause us to lose long-time, highly skilled craftspeople who have put down roots in Seattle. For these reasons, I strongly urge you to choose option IBB-1b ("Elevated 14th Avenue, from Prospect/15th)" which would save our building. Another option has been presented by Dusty Strings owner and founder Ray Mooers, which just slightly modifies the path of the other options to swing past our building instead of right through it. We understand that there may be reasons why this isn't a feasible plan, but please consider it! Thank you very much, Karen Ford 206-446-3291 potterford@hotmail.com	Karen Ford
04/26/2022	As a strong supporter of public transit and of the communities that make public transit so valuable, I urge ST to move forward on 4th to minimize the disruption to historic, family-owned businesses that drive the International District's importance.	Enne Shah
04/26/2022	I am a nearby resident, an architect, and I have lived in rail-centric cities in asia and am very familiar with rail in a dense urban environment. This comment is in relation to ES.3.1.1.4 West Seattle Junction. ES-23 (WSJ-1) is overly severe to the residents along 42nd, and the elevation at that point is also very high. I do not think it is the best solution, and it is the most expensive elevated solution. ES-24 (WSJ-2) is a better elevated option, but the residential character is not well suited to elevated track. ES-26 (WSJ-3b) is a good below grade option, and both WSJ-2 & WSJ-3b will remove/replace the Safeway (underutilized parcel) which is a positive. Both ES-27 (WSJ-5) & ES-28 (WSJ-6) are good options that would help reduce the budget, but would required the Delridge segment to be elevated. I would rank them from hight to low: WSJ-3b, WSJ-3a, WSJ-5/6 (tie), WSJ-2, WSJ-1	Sam Scarmardo
04/26/2022	Don't build this transit because it will cause the destruction of small business. Also the xenophobic environment that it will be built in should not be tolerated	Jc Aquino

04/26/2022	The new light rail station should be built on either 4th Ave option. All of the other options on 5th Ave disrupt or eliminate far more small businesses and jobs and bring all of the construction noise and dust closer to the heart of the ID. This neighborhood has already dealt with numerous massive construction projects (Kingdome, Safeco, Century Link/Lumen, SR99 tunnel and the street car to name a few). Years of construction will cause residents and businesses to leave and ruin the amazing character of this neighborhood. Those that stay will have to endure years of noise, dust and disruption. Infrastructure projects like this negatively impact communities of color disproportionally to this day. Transit projects must be equitable and in order to meet that bar, transit authorities must listen to the communities that will be most impacted by a project.	Julia Heitz
04/26/2022	Figure ES-33 CID-2a CID-2b No construction on 5th Avenue! Our community has been through so much during this pandemic. This plan adds insult to injury. Air quality, parking, and traffic issues will negatively affect my family's livelihood and quality of life as we live and own a business within two blocks of 5th Ave. I write this comment as I nurse my young son who will breath in the dust from the construction as he lives, plays, and will go to daycare in the central CID. We love the businesses that will be displaced, and it's unacceptable after all they have been through.	Morgan Harkness
04/26/2022	Please do not take away an entire neighborhood and countless small businesses with the proposed West Seattle-Ballard light rail expansion! The expansion would threaten not only the community but several historic buildings too. The choice is clear; lay tracks under 4th avenue to avoid taking away Chinatown Historic District land.	Isabel Lay
04/26/2022	Please continue with the 4th Street Station options. Time and time again, the Chinese-International District has been cut into and divided to make way for transit. This cuts into the rich, diverse proud culture that is part of Seattle. The 5th Street and Diagonal options will destroy and displace businesses and people that have made the CID so rich with culture. Leave the Chinese-International District the way it is.	Amelia Gunn
04/26/2022	I would like for Sound Transit to move forward with one of the proposed locations on 4th Ave for the new Chinatown/ID light rail station. I'm concerned about the negative impacts on local businesses in the area during construction, and believe that the locations on 5th Ave will cause more harm than the locations on 4th. Please move forward with the shallow station option for 4th Ave S.	ALEXANDRA MARIANI
04/26/2022	I understand that a number of businesses are concerned about the potential impacts of the 5th Avenue options for the CID stations on local businesses and the ongoing displacement and gentrification of the area. Hopefully these concerns will be listened to, I know increased transit in the area will be beneficial but hope it can be built in a way that minimizes damage to Seattle's historic ID.	Eva Power
04/26/2022	Please proceed with the 4th avenue option in CID to minimize impact to & closure of important local businesses.	Xuewei Cheng
04/26/2022	Hi, I'm writing about the station that will link Ballard and West Seattle, but run through International District. I would recommend using 4th street as it affects less businesses and employment. Utilizing 4th Avenue would run into the already vacant area where the Salvation Army was located. I am hoping that small businesses won't need to be closed down to build and update the International District station.	Tara Hixson

04/26/2022	I am a West Seattle / N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative. I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- speed of development with FAR LESS environmental impact 3- less community disruption 1: Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services.	Hans Theisen

	Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther. Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours. Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org). Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area. Thank you.	
04/26/2022	the option on 5th Ave S will displace many CID small businesses - these construction and street closures for up to 11 years will impact many of the families of minorities (not to mention, who already face many systemic oppression). This action will literally force these business to be pushed in the corner. The dramatic loss of revenue for these family is not worth the whole construction!	Sophie Chun
04/26/2022	I hope the sound transit board would make the best decision for the community and build the tunnel option because it displaces the least amount of businesses and residents and also has the least negative environmental impact to our land and water.	Bethlehem Zergaw
04/26/2022	I would prefer the shallow station on fourth because businesses like Seattle Best Tea, Chung Chun, Fuji Bakery, and many more, would be adversely affected by any of the 5th avenue options. I am drawn to CID to patronize those businesses and feel they also contribute positively to the community. I am enthusiastic about mass transit and extensions of light rail service, and I will be happiest if this can be done thoughtfully.	Ginger Woo
04/26/2022	Sound Transit has an obligation to factor in the community it serves, and to work with groups that make Seattle a unique and vibrant place. While there must have been logistic factors that lead Sound Transit to consider the ID/Chinatown district as the prime location for these expansion, it's important to remember how many times this area's community has been lowest on the city's priority list. Given the history of neglect towards the ID, I encourage more discussion on this expansion. This isn't a light matter, and "expansion" should not mean another loss for a cultural hotspot of Seattle.	Daphne Maiden
04/26/2022	I'm writing to encourage you to put the new Chinatown station on 4th Ave instead of 5th. Businesses and residents in the area seem to really prefer that option, and some places I personally love would be negatively affected by the current plans for construction on 5th. Please listen to the people who live and work there!	Lauren Mcclain

04/26/2022	I do not believe that the build of sound transit in the CID 5th Ave will be conducive to the community. This interrupts multiple small businesses owned by people of color. This project is not equitable, it further pushes the City of Seattle's economical quota for high income persons, with no regards to the working class. This project, in my opinion, should not happen. It is my hope that the matter of public opinion holds enough weight to make change, and to stop the follow through of this project.	Haley Johnson
04/26/2022	Please do not choose an option that disrupts business in Chinatown/International District. The Asian American community has suffered enough in past two years. Please be mindful of these small businesses and this community.	Jamie Prins
04/26/2022	The following is support for selecting the 6th/Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Josiah Manson
04/26/2022	Please do not build the Chinatown/ID transit on 5th Ave!! Businesses located in that area would be demolished if the light rail was built on 5th. The businesses not only makes ID what it is, it represents Seattle as a whole, which would be a huge loss for Seattle.	Terri Tran

04/26/2022	I am a West Seattle / N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative. I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain and hills, as is the case between West Seattle and SODO. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- speed of development with FAR LESS environmental impact 3- less community disruption 1: Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West	Helen Har Theisen

	Seattle residents may have to travel longer distances to get services. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther. Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours. Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org). Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area. Thank you.	
04/26/2022	I live in Seattle. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Ilana c
04/26/2022	To whom it concerns, I am an Asian American, Seattle native that has grown up in the Chinatown-ID area and am commenting to urge Sound Transit to consider the 4th Ave routes for the new station. The 4th Ave alternative will impact the least amount of businesses in the CID, which we all know have been effected heavily in the last 2 years of the pandemic and the rise of anti-Asian rhetoric, racism, and hate crimes. The businesses that still stand and that will be affected by the 5th Ave route are beloved and standing testaments to our Chinatown. The CID neighborhoods and the Asian American community there has been heavily disrupted by prior such as Safeco Field and Centurylink Field; moving forward with the 5th Ave routes would be a blatant disservice to the culture and the residents of the CID. Please consider building the new station on 4th Ave. Thank you.	Amica Huynh

04/26/2022	The 4th Ave S alternatives should be used. I am against the 5th Ave plan. The neighborhood has experienced the construction impacts of the Kingdome, then Safeco Field, and then CenturyLink Field. Chinatown-ID has felt the pressure of construction impacts from the SR-99 deep bore tunnel, Seawall, Seattle Waterfront, and demolition of the Alaskan Way Viaduct in adjacent Pioneer Square. In recent years, the construction of the First Hill Streetcar impacted the neighborhood for years. Time and time again, government's role in implementing projects have come with a cost to Chinatown-ID, its residents, businesses, and its cultural identity.	Kassaundra Escalera
04/26/2022	Do NOT demolish restaurants in the CID! This is not helpful and we lose valuable cultural sites in Seattle! Find another place to put the site!	Erin Campbell
04/26/2022	The plans for the Chinatown-ID station will displace several businesses. I think many of the residents and small businesses that we travel to this area for would appreciate a station that does not have as severe of an impact on their living. Something a bit further away from the main business center might be better.	Sophia Howard
04/26/2022	Hello! I wanted to give input that I think placing the new CID station on 5th and impacting the CID would be a massive mistake. The residents of the CID have always borne the brunt of Seattle's expansion, and razing over some of the businesses and having such a massive impact with construction would take away the reason folks go to the CID in the first place. The 4th Ave is a much better option and will only minority inconvenience drivers (and Seattle honestly needs to consider pushing people to drive less anyway), and if the Alaska Way Viaduct should be any lesson, drivers will screech about traffic but taking away some lanes doesn't really impact them much. .	Weng-Ching Cheung Cheung
04/26/2022	As a resident of Magnolia, I am strongly in favor of a tunnel for the Interbay/Ballard segment, and I ask you to reopen consideration of the tunnel from around Fishermens Terminal to central Ballard (around 20th Ave). A tunnel is vastly more desirable than a low bridge for reliability in the face of ship traffic, and far more desirable than any bridge but especially a very tall one, with regards to the space occupied by the structure and number of people and businesses displaced by it. My understanding is that the rise in property values has largely or completely closed the gap in cost between these options. (Especially if it's a non-openable bridge, which the Coast Guard would require be much taller than previously expected.) Obviously this doesn't make the tunnel less expensive, but if the bridge option is a similar cost, it seems to me difficult to justify going with the much less desirable option of a bridge. And the tunnel to downtown Ballard seems to me to be much more desirable than 14th or 15th. The decision was harder when the bridge was so much cheaper than a tunnel, but that's no longer true, and I would much prefer the much better access to all the businesses and venues around Ballard Ave., including the theatre on Market street and the library, especially when 15th Ave is already so well served by buses. It seems to me that a station along 20th would be at least as good as 15th, and far better than 14th, for access to the hospital. I like the fact that the Galer Street Station option (SIB-1) has significantly less impact on 15th Ave, and doesn't cut off access to the Queen Anne greenbelt trails. It seems to me like it would be much better for access to the cruise terminal either for walking or perhaps the cruise companies would supply shuttles. (Perhaps I'm wrong about how much better that would serve the cruise terminal.) I am however very concerned about the possibility of it displacing the tiny village shelter. Downtown Segment: I worked in South Lake Union until fairly recently, and I don't love the proposed SLU station options. I've seen a suggestion that Westlake could be a better alternative in SLU, and I like the idea a lot if it's feasible. South Lake Union really warrants good service, and Westlake would be far better for access to the SLU park in addition to the various restaurants and employers in that area. But perhaps the proposed station options have really good connections to buses on 99? Thank you.	Andrew Abernathy

04/26/2022	Please do not build the light rail station in the International District. I am very worried about increasing rates of xenophobia against the Asian community and know many Asian elders who spend large, important amounts of time in the ID. This neighborhood has felt enough impact from construction over the past decade and does not deserve further street and business shutdowns.	Sarah Eusebio
04/26/2022	The history in CID is so important and vital to the Asian American community in Seattle. The livelihood of the small businesses there would be impacted negatively. We care deeply about the businesses there and the families who own them. Please route the lightrail somewhere else where it won't affect these businesses as much. They have already been impacted by covid.	Judith Reyes
04/26/2022	Don't put the international District/Chinatown station near 5th!!!!	Renard Burnett
04/26/2022	I am extremely concerned that construction on 4th avenue will have a severely negative impact on businesses and residences in the CID. The businesses and residents that are not displaced will be subjected to 16 hour days of noise and air pollution for up to 11 years. Post covid many small businesses are struggling to maintain themselves, the massive disruption caused by this development could be detrimental to their preservation. The CID has a legacy of such historical and cultural significance in Seattle measures should be taken to protect it as we do with registered landmarks. Building the station in 5th is a better alternative. Please seriously consider all the potential consequences and impact this construction will have on tenants and business owners.	Nicola Kretschmer
04/26/2022	From my understanding of the proposal Sound transit has offered two options in building the another light rail station: along 4th Ave and 5th Ave. I am highly disappointed and upset in these two options especially the 5th Ave option. This is highly destructive to the Chinatown-International District (CID) Community. This will not only shut down small businesses in the area but will displace elders and families who have lived in the neighborhood for multiple generations. The CID has a long history of having local government ignoring and building through this area and not truly thinking about the harmful impact it has on the people. CID has barely recovered from the economic hit during this pandemic. Then to have this long-term construction come through to closed down these small family of color owned businesses does not live up the equity statement Sound Transit says it values. Prior to the pandemic key community leaders/elders told Sound Transit to NOT build along 5th Ave due to the reasons listed above and how traumatic this will be to the local community not to those who live in the area but those who work and shop and rely on some of these small businesses. Community leaders were told that it would be more costly and more work for the engineers to figure out how to build along 4th Ave which translates to Sound Transit not wanting to put in the hard work to make sure the CID and its local community are protected. This is another example of institutional oppression of focusing more on money vs people. This is truly disgusting and I do not approve of the option to build on 5th Ave.	Tagoipah Mathno
04/26/2022	For the CID portion of the plan, please move forward with either of the 4th Ave. options. The impact on CID businesses for the 5th Ave. options is far too severe, especially when the CID is just starting to feel vibrant again after the pandemic and the anti-Asian sentiment that came to the surface in these last few years. The 4th Ave. options will help the CID continue its economic recovery while still allowing for important progress in our public transit and light rail connections. Move forward on 4th.	Quynh Tran
04/26/2022	I do not support the plans for the 5th Ave Chinatown line. This new construction will be detrimental to the community and negatively impact the local businesses and economy.	Cindy Tian
04/26/2022	I plead not to build the sound transit based on the 5th Ave alternative option, because that would negatively impact the businesses in the area greatly. There's also so much history that should be preserved and prioritized when making these decisions.	Yoona Chang
04/27/2022	Regarding the location of the new CID station: I have been a frequenter of 5th Avenue in the ID for the past 20 years, since I was a teenager. There are few parts of Seattle that have not become completely unrecognizable in that time, but around 5th Ave there are still many of the same local businesses and the same feeling of community. It would be devastating to lose this space in the heart of the ID, which has already survived so much in the last several years. I urge Sound Transit to consider the 4th avenue alternative in order to preserve this vital community hub for years to come.	Caitlin Wood

04/27/2022	To propose any of these plans through the CID just shows how out of touch with the area these developers are. Do you understand the toll these past years have taken on the businesses in this area? These proposals will ultimately crush the economy- and for what? It feels that the location is convenient only for those who attend athletic events. Please hear those who live and work in the area when they say this will be catastrophic.	Jessica Bartel
04/27/2022	Between the options of building the Sound Transit on 4th Ave or 5th Ave, it is blatant to build a connecting line on 4th. Although both options seem to impact businesses and people, it will be more detrimental if the Sound Transit were to construct on 5th Ave. These plans will displace 19-27 businesses, eliminates 20-30 parking spaces, and disrupts the lives of over 250 employees to find new jobs or start over. The CID is a historically rich neighborhood, home to the Asian American community and many of the businesses are family owned and stood the test of time nevertheless the during the pandemic. Please consider "moving forward on 4th!"	Annabel Lee
04/27/2022	Building transit in the International District on the 5th Ave would be detrimental and disruptive to the community, small business owners, and employees who have already been impacted by the pandemic. It impacts a larger amount of local businesses than if the city were to build on 4th Ave. Part of Seattle's vibrancy is it's support for small and diverse businesses. For the sake of the community and historic ID, we demand the city moves forward with 4th Ave to build this light rail station.	Micaela Curley
04/27/2022	Regarding the West Seattle Junction station location: I am incredibly excited for light rail to arrive in West Seattle but we cannot gain transit access at the expense of our community identity. The elevated alternatives would completely disrupt the neighborhoods along the alignment in numerous ways, both in the short term, with negative effects of construction, as well as long term, with permanent displacement and visual impacts. Between the West Seattle Bridge closure and the COVID-19 pandemic, the past few years have brought serious infrastructure frustration, countless business closures, and forced resident displacement to West Seattle. On the heels of all this, selecting an elevated alignment alternative that would potentially displace more than three times the number of residents and businesses as a tunnel alternative , as well as bring several years of surface level construction impacts, would be incredibly onerous on West Seattle residents. Plus, with a spike in employees working from home, daytime construction noise would be more impactful than ever. Please consider this comment a strong vote in support of seeking partner funding and moving forward with Alternative WSJ-3a.	Taylor Knowles
04/27/2022	Please do not build through 5th AVE, there are many detrimental effects and i believe there is a better alternative. Not only will this lead to closure for years— the businesses nearby will be forced to closed and possible even relocate. With everything going on because of Asian hate crimes, this will continue to make things more difficult/worse.	Victoria Le
04/27/2022	Hi, I love the current neighborhood in the ID and it would definitely impact it if the 5th Ave route was chosen. Please don't do this, it's taken so long for CID to even come close to what it was before COVID and even for all the Asian hate to die down. If a route had to be chosen, the 4th one would be much better and have less impact on such historic neighborhood.	Marian Yang
04/27/2022	Please favor the options that are on 15th NW rather than 14th: the Ballard Food Bank located on the corner of Leary Way and 14th is a very important part of Ballard. I volunteer there and construction that would involve long-term closing of nearby parts of 14th NW would make it difficult for the food bank to get deliveries by truck and make home deliveries of food, plus making it more difficult for our clients to access our services. More people than ever are relying on us for their food.	Robin Cowan

04/27/2022	Hi, I want to say, is that I do not support the West Seattle and Ballard Extensions especially of where you folks plan to place it. This will have a huge impact for the Chinatown International District! This will cause harm to the community and the local business as well for our elders in the community! I urge you to replan and move it else where that won't cause any issue with the community! This is a community is very close to my heart and I don't want to see any more business go out.. I do however want safer bus/link stops but this is not the way to go. I urge you folks to reach to the community of the CID not just the local business but to our elders for their input and to make sure you have them in multiple languages as most of them do not read or speak very little English! Again I do not support the West Seattle and Ballard Extensions, especially of where you folks plan to place it, I urge you to replan it and move it where it will not have a impact in the CID! And to reach out to the CID community for input of where it should go! Thank you!	Ann Wong
04/27/2022	Sound Transit should not move forward with the 5th Ave light rail route through the Chinatown-International District, and instead should opt for the 4th Ave route. If the 5th Ave route was chosen, it would lead to up to 11 years of construction and street closures, which would in turn lead to poor air and sound quality due to the loud machinery being operated and detours by cars, disturbing businesses and residents, as well as being the very opposite of Seattle's commitment to combatting climate change. But most importantly, the construction of the 5th Ave route would destroy many local businesses in the Chinatown-International District (CID), such as Oasis Tea Zone, Ping's Dumpling House, Joe's Bar, and Pacific HK Cafe, literally splitting the neighborhood in half. The CID already has experienced the brunt of development projects, housing and transportation, and it is having a detrimental impact on a community that has decades of history in Seattle. Instead of destroying more of the neighborhood, efforts should be put towards preserving it. The 5th Ave route would not only be an act of demolition, but of xenophobia and racism, especially during an unprecedented rise in hate crimes against Asian people. If the City of Seattle truly cares about small businesses and the lives of its Asian Pacific Islander residents, this project would be reconsidered.	Julie Tan
04/27/2022	Commenting to vote for 4th Avenue options (CID-1a, CID-1b) when building the sound transit station linking west Seattle to Ballard. This option will have less economic impact on small businesses, residents, workers, guests, and overall well being of the CID. Thank you for considering.	Caroline Cho
04/27/2022	Dear Sound Transit Board of Directors: I urge you to find an alternative to the Chinatown - International District (CID) station that will not disturb that neighborhood by demolishing beloved food and drink institutions and bringing bear around-the-clock construction to the area for years to come. The CID has put up with disruptive infrastructure project after disruptive infrastructure project, from I-5 to stadiums. In other words, this neighborhood has long been dealing with racism in urban planning. Please do your part to end that and find an alternative in SODO or elsewhere. Sincerely, Celia	Celia Gurney
04/27/2022	Planning Light rail going through Chinatown/ international district will impact its residents, small businesses, workers, guests, and the overall well being of Chinatown/International District. Please find alternative route and stop interrupt the peace and the historic landmarks of Chinatown/International District.	Sean Dong

04/27/2022	The plan should be to use 4th Ave in order to build the link between West Seattle and Ballard. This affects far less businesses and does not uproot nearly as much culture that exists within 5th Ave! Seattle has a long history of treating Indigenous and Asian American citizens with less than ideal values, we need to showcase that we appreciate and respect and most importantly value that culture!! More so, the impact for a 4th Ave train station would be FAR less than a 5th Ave train station!	Austin Fowler
04/27/2022	Regarding the West Seattle Extension: The Avalon station is unnecessary and should be deleted from the preferred alternative plan. Its deletion would allow a lower elevation for the Delridge station, thereby saving costs and increasing accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations. The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe). Please ensure that access to the bridge via Delridge is kept open during construction! I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Heights.	Brian Ruff
04/27/2022	I've lived in West Seattle since 2004 and I fully support adding light rail to our community. However, elevated solutions are both an eye sore and displace too many businesses and residents. I am writing to advocate for underground solutions as so many other communities have. If I read this correctly, I believe underground solutions require third party funding. My question is: in other communities where tunnels are used, did those also require third party funding? It's been tough these last two years of the WS bridge being down to not feel like second class citizens. The city has done a terrible job managing this disastrous situation. Please help WS residents feel their lives matter and prioritize a solution that is least disruptive to our community and find the funding. Thank you.	Karen Corsica
04/27/2022	Please consider the potential negative impact this will have on the employees, residents, and visitors of the ID if the station is built on 5th. The option to build on 4th is so much less disruptive to this fragile community. The option on 4th is also demolishing vacant lots rather than booming small businesses.	Lane Harmon
04/27/2022	Please do not go with the 5th Ave option. Selecting that option will close down businesses and impact the neighborhood of CID. Some of these businesses might not be able to afford to move and will impact the minority community as these kinds of projects usually do. There is no benefit to the 5th Ave route, please use the 4th Ave option.	Chris Giordano
04/27/2022	Please do not displace people and businesses of the beloved Chinatown-ID on 5th. Choose the least disruptive option when possible-the 4th Ave option as there is enough space to do that type of construction. No destruction of actual living and vibrant neighborhoods!	Leah Bui
04/27/2022	I am concerned about the displacement of people in the International District who are already vulnerable. This would affect not only housing but existing business, and there does not seem to be an adequate plan on how to aid these people in a transition.	Alyssa Villablanca

04/27/2022	The best long-term option for West Seattle is to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). This option is the only one that will alleviate significant and irreversible impacts on the neighborhoods and environment that is in the path and around the proposed light rail. 2. I fully support the removal of the Avalon Station. The cost savings in doing so can help support the costs of the long tunnel. Additionally, the need to purchase properties will be decreased, also allowing extra funds to migrate towards a long tunnel. An Avalon Station would be so close to the Junction Station, and with only 1200 riders projected, it seems like a waste when removing it could shift funding towards a rail line that would be immensely less impactful on residents, businesses, and the natural environment. And yet it would still serve the community. Residents in and around Avalon can walk to the Junction station easily - if you look around this community, lots of folks are walking to Trader Joe's, Whole Foods, and the gym. For those that cannot walk, buses go there as well. Community members who are on the East side of Avalon Way can easily access the Delridge Station. Our city is so hyper focused on bike lanes and removing vehicles, we should also be encouraging those who can walk, to walk. If Avalon cannot be removed, then it should be an underground station, otherwise this location at the entrance to West Seattle will be greatly compromised. 3. I believe the Delridge station closest to Nucor is problematic. It seems like a poor walk shed and wouldn't allow for transit-orientated development so close to the steel mill and the city/state building nearby that has offices for the foster care system. It also seems like a poor location for buses to terminate. DEL-2a or DEL-4 appear to be more user-friendly locations and it is ideal to have a lower guideway for folks who live and work adjacent to this area. 4. Please study additional long tunnel alternatives. Perhaps with the removal of Avalon Station, and less property acquisition, a long tunnel might not require 3rd party funding. Property values continue to increase each month, so that is also a barrier to going above ground. Perhaps the Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel East of Avalon would allow lower guideway and cost savings. And finally, the Pigeon Point Tunnel alternative (appendix M) would place the Delridge station in a better location and reduce property acquisition costs.	Lisa Zerkowitz

04/27/2022	After looking through the alternatives for stations in Chinatown/ID, I'm shocked at the disruption to minority-owned businesses (and others), homes, traffic, street cars, historical buildings, and length of construction. There has to be a better place to add a station to connect routes if not having the different routes use the same platform as the current one line. I don't care how "crowded" the current platforms would be if all routes used them. It would be better than dealing with seemingly-endless construction and disruptions in the community. I've used other transit systems across the country and they have similarly-sized stations used by several different lines and they're not over-capacity (notably Washington, DC subway) and I'm pretty sure they have a higher number of people coming in and out of the stations. I haven't even had a chance to review the other stations yet. The horrendous Chinatown/ID station construction plans were only brought to my attention because several small businesses that I regularly patronize posted them asking people to comment. So I'm afraid all the other stations are going to have the same terrible impact as this one. If this is the cost of adding the confusing mish-mash of routes and stations to add trains zig-zagging across the city, I don't want it at all. How about we just focus on completing the main North-South light rail spine we already started. Finish the lines to Tacoma and Everett quicker and just improve East-West travel by upgrading buses and bus routes. I'm a life long resident of Puget Sound (and seven years downtown Seattle) and I have never complained about traveling to Ballard and West Seattle by bus. The scattering of extra stations and routes, I fear, are too confusing to navigate, especially for visitors. The extra cost, time, and disruption in the daily city life are too great. If I absolutely had to choose an option for Chinatown/ID, it would be one of the two 4th Avenue options only because they appear to have the smallest business impact. But the street car disruption and residential relocating are absolutely unnecessary. Like I said before, I would rather have no more East-West routes at all. After Capitol Hill, First Hill, Chinatown-ID, and other neighborhoods endured never ending construction of light rail stations and at-grade street cars, the coming years and decades of more disruptive construction are unacceptable. I feel these neighborhoods are just barely beginning to recover and benefit from the seemingly just completed light rail and street cars. I also don't think you advertised this comment period well enough. I'm only now learning about this the week of the deadline and I ride Sound Transit every day of the week. Now I'm afraid I won't have time to review the other options for the other neighborhoods being impacted before the comment period ends. I will no longer be voting for any mass/rapid transit that goes beyond completing the North-South spine quicker and more efficiently if this is the cost we have to pay for "better" transit..	Michael Webber
04/27/2022	I am writing in support of business owners and other community members of the Chinatown International District to urge Sound Transit to move forward with the 4th Avenue alternative (CID-1a or 1b) for the new train station. The higher impact of 5th Avenue options (CID-2a and 2b) on the CID and it's small businesses in both the short and long terms is clear and avoidable. Please center the most deeply impacted in this decision-making process and move forward with one of the 4th Avenue options.	Cecil Seferos
04/27/2022	Hello, I'm writing today to provide comments on the Chinatown-ID station alternatives for 4th & 5th Aves. I've been a resident of the Pacific Northwest and frequent visitor of Seattle for nearly my entire 32 years of life. In Dec 2019, I moved to the Magnolia neighborhood, then I moved to the North Beacon Hill neighborhood last Nov to be closer to friends and fellow Asian American community members. The Chinatown-ID neighborhood is important to me and so many other members of our community. It has already seen much change and displacement due to other construction projects in the vicinity, such as the I-5, Kingdome, Safeco Field, CenturyLink Field, SR-99 deep bore tunnel, Seawall, Seattle Waterfront, Alaskan Way Viaduct demolition, and the First Hill Streetcar. As a member of this community who frequents the businesses of Chinatown-ID and cares deeply about preserving the livelihoods and cultural identity of its residents, I strongly urge the city to consider the 4th Ave alternatives only. Thank you, and take care.	Jase Moon

04/27/2022	I am a resident of the Avalon neighborhood in West Seattle. I think that the light rail between Delridge station and Avalon station should utilize a tunnel. This is important to maintain the walkability of the region and ensure future development. There are few examples of modern transit systems that are building elevated lines through residential areas, because it ultimately reduces future opportunities and restricts mobility. Also, Andover station (Del 5 and Del 6) is badly designed and should not merit further examination. It is poorly places compared to the other options in Delridge.	Timothy Wright
04/27/2022	Hello! My name is Cecilia Carroll and I have been a Seattle resident for all 19 years of my life and want to add my comments about the ideas of construction that will affect Chinatown/International District. I believe that whatever option Sound Transit decides on, it needs to be one that does not negatively impact the CID community. Multiple of the options, especially the 5th avenue options, will create permanent impact on the businesses in the CID. Leading too, at best, temporary damage on the businesses located there due to construction, or, at worst, completely demolish significant local businesses. As someone who has lived in Seattle for my entire life, I would hate to see any part of this community damaged. Every business in the CID has significance. While I do not live in the CID, I travel there very frequently and have more positive memories there than I can count. Going to Oasis Tea Zone before a theater performance with my friends, spending Mothers' Day at Purple Dot Café, and the many, many times I've gone to Uwajimaya and Daiso. Walking past every small business, finding a place I've never tried before, and even just returning to a place I know and love so well is unforgettable. To demolish any business would be to impact the entire district negatively, both financially and culturally. Listen to the community, we do not want to see any business in the CID demolished or lose revenue due to construction. I urge Sound Transit to chose whichever construction option will have the least amount of negative impact on the CID community, even if this means coming up with a new station alternative that hasn't been mapped yet. While I support the expansion of public transit, it should never come with needing to sacrifice parts of the community.	Cecilia Carroll
04/27/2022	I vote for a tunnel 14th Ave. Compared to other options, it is cost effective, will be easier on citizens and traffic during construction, and it will preserve the lovely views. Thanks	Virginia Newman
04/27/2022	The proposed CID station MUST be put on 4th ave! Both of the 5th ave options would carve into our neighborhood, shutting down beloved local businesses and further gentrifying a place with great character. The 4th ave option is the only real option.	Mike Batzer
04/27/2022	I'm opposed to the 4th avenue option as it would disrupt too many lives and endanger iconic portions of the International District. Currently, 4th and King is the main public entrance into the ID, when ever the neighborhood comes up in conversation the archway and business right there are brought up as it's the first thing you see when coming off the current Link. Disturbing those iconic sites; the archway, Pings, Mushasi's, Fuji Bakery, the model store and the historic landmark Publix Hotel is a crime. The ID has had it so hard the last few years and this is one of the few safe places people still want to visit, please don't ruin our neighborhood.	Lauren Batzer
04/27/2022	Please minimize continuing disintegration of the international district. 4th avenue alignment would be best.	Sky King

04/27/2022	Most of us in Seattle want more public transportation, that is no question. However, historically only our most marginalized communities face the negative impacts of this development. While more affluent neighborhoods continue to advocate and benefit from public transportation, they do not bear the fair burden of developing it. With the new station proposal in the CID on 5th Ave, the CID community is once again being told (not asked) to allow its community to be subject to years of construction pollution, business displacement, and permanent damage. I am asking Sound Transit to move forward with the 4th Ave station proposal and reduce the impact on the CID. I am also asking that in future developments, Sound Transit actually engaged the residents of these communities and takes into account their concerns, the same way you take into account the concerns of folks in Ballard. Thank you	Jeffrey Yu
04/27/2022	Hello, As a person living in WS I am with the crowd that cannot wait to have an alternative way to get off “the island”, but how it’s done matters. Displacing businesses is one thing, but displacing cultural community is on a whole other level. The 4th avenue option leaves the ID intact and although it affects 5 business it will have the least impact on the AAPI community. Providing transit for a community should not cost our city one.	Andrea Cravioto
04/27/2022	Dear Sir/Madam, Please choose CID-1a which bests preserve Chinatown's culture and history. Other options would have a big impact on businesses and residents in the area. Thanks!	Zhen Zhang
04/27/2022	I am always an advocate for extending public transit. Seattle really has the potential to be like the BART or METRO. However, many businesses, majority are BIPOC small owned business, will be impacted by this decision. What is the city doing to ensure that one of our more diverse neighborhoods in King County are not financially impacted by this decision. The businesses that are being demolished for this transit build, are they going to be provided new spaces for business (without putting money from their own pockets?). Is the health of the people being considered provided that the construction will impact air quality? I’m unsure if equity was really examined, at least for BIPOC folx, during the planning of this transit expansion. I hope that further thought is being addressed after reading this comment.	Mary Tran

04/27/2022	I am concerned that not enough documentation was provided in the DEIS establishing a rationale for construction of a second downtown Seattle transit tunnel. In Appendix D, Attachment N.1.B, "Existing and Future Transit Routes and Levels of Service," each of the three Link lines is projected to have a 6-minute peak headway in 2042, equivalent of a combined volume of 30 trains per hour/per direction. This volume is not high enough to warrant the construction of a second downtown tunnel. Two existing U.S. light rail systems, the San Francisco Muni Metro and Boston's MBTA Green Line, routinely exceed 30 trains per hour/per direction in their downtown subways. These two systems have the highest volume of light rail passengers per mile in North America. The Muni Metro consists of five lines operating in a double-track downtown subway, with a scheduled 2019 volume of 37 trains per hour/per direction. Safe spacing between trains is maintained by the use of an Automatic Train Operation (ATO) system, which controls the acceleration and braking of the trains within the downtown subway; the operator only opens and closes the doors within this segment. The downtown volume of MBTA Green Line trains is even higher than in San Francisco, and an ATO system is currently being installed in the subway to increase capacity and safety. If the West Seattle and Ballard lines were to use the existing downtown tunnel, a new track junction would be needed underneath the intersection of 3rd Avenue and Pine Street. While construction of this junction would be complex and disruptive, this is true of all of the alternatives currently being considered, and the overall scope of the project would be reduced substantially by eliminating construction work at the other proposed station sites. Given the experience of other light rail systems and the steady advancement of signal technology, a second downtown Seattle transit tunnel appears unnecessary for many years beyond 2042. Construction of a new tunnel would have major negative impacts for downtown neighborhoods as well as substantial capital costs. Other individuals have already noted that some of the alternatives have extremely deep stations, reducing accessibility and minimizing the service advantages of subway operation. Sound Transit should take another look at how the Ballard and West Seattle lines could be developed using the existing downtown tunnel. The analysis should consider the experience of other light rail systems and develop revised future estimates of downtown passenger volumes using an updated ridership forecasting model. Thank you for the opportunity to comment.	Michael Bergman
04/27/2022	I'm looking forward to having so many more options for transit in these areas! However I am not looking forward to the impact that you would have on the neighborhoods as you work your projects within existing buildings that house people and businesses. Please consider the lower impactful 4th ave design for the CID. Thank you	Christa Hastings
04/27/2022	I am in favor of the preferred alternative through Interbay and Smith Cove. I live at 22nd Ave W & Dravus, a short walk from the proposed Interbay Station at 17th Ave W. Rather than connecting the Interbay station to Magnolia with improved bike and pedestrian lanes across W Dravus Bridge, I suggest a pedestrian (or bus only) bridge at W Bertona St to connect to BNSF and 20th Ave W (see SDOT study). I support connecting directly to the Ship Canal Trail under W Emerson. Fishermen's Terminal needs that access.	William Slivers
04/27/2022	Seattle is already a tough city for small business. Please try not to disrupt more of them. 4th Ave S is the best option for the extension.	Alex Kahler
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. As someone who grew up nearby and frequents the businesses, I have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	TJ Okamura

04/27/2022	Howdy, I urge Sound Transit to please consider a route that does not require Dusty Strings Company at at 3450 16th Ave W to relocate. I have lived in the Seattle area for over twenty years, road one of the first Rapid Ride "A" busses to Highline Community College, road one of the first Light Rail cars to volunteer at Bike Works in Columbia city, and continue to be a proponent of public transit. That said, I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE to avoid the Dusty Strings company to relocate. Dusty Strings' current building is purpose built for local manufacturing. I am an employee here because I strongly believe in local manufacturing in Seattle. I hope to see Sound Transit consider a route that does not require Dusty Strings to relocate. Thank you, --Mitch	Mitchell Wittenberg
04/27/2022	A station on 5th ave will prove to be very detrimental to residents, business owners, and visitors in Chinatown International District. Years of construction will negatively impact those in the area that have already been horribly impacted by xenophobia and the pandemic. Please reconsider building a station at another location and save one of the most important and cultural neighborhoods in Seattle. The people of chinatown ID have already contributed so much to Seattle and do not deserve this. Thanks for your consideration.	Cindy Chen
04/27/2022	4th Ave route will displace less people and help preserve peace for a larger portion of the ID downtown	Marisa Ragozino
04/27/2022	I am writing to urge Sound Transit to consider the new International District station to be built on 4th Ave instead of 5th Ave. The 4th Ave option would displace fewer businesses and have less of an effect on the surrounding neighborhood.	Elisa Dore
04/27/2022	To the Sound Transit Team, Thank you for opening up the floor to comments. As a West Seattle neighbor who is at risk of displacement, my comment is to spare the Avalon Way station's construction and instead consider that area already bustling with the West Seattle bridge and bus use. If it is not completely necessary, please consider the cost savings to do away with the Avalon station and plenty a bus route can compensate. While most neighborhoods that have a stop only have one, surely West Seattle can suffice with two. My family and I have established our roots in this community and in the neighborhood school and have saved for many years to obtain a forever home. This home will celebrate its centennial in less than a decade. A tidbit that-in a time of forward planning-deserves its acknowledgement; to celebrate and cultivate what has lasted the test of time; to ponder the perch from where our home sits, with Mt. Rainier popping up from the skyline, Delridge and down and uphill away and downtown lighting up the evening sky. What would happen to our mature cherry trees that line both sides of the street along Genesee? Thank you for listening. While your team's projects are highly complicated and technical, please consider this comment as an opt to simplify.	Shannon Saulter
04/27/2022	In regards to Chinatown International district CID 1a-2b The 4th Avenue and 5th Avenue area - these plans would directly impact the heart of CID businesses negatively. Oasis Tea Zone, Uwajimaya, and other businesses are the main draw to visit the area. The International district is struggling as is and I find it thoroughly embarrassing that Seattle does not have a larger more robust area of Korean/Chinese/Japanese etc businesses compared to similar large metropolitan areas. Yes, public transit expansion is important to the growth of the city, but if all the key reasons to visit the city are destroyed in the process - then what is the point of expanding?	Heather Carlton
04/27/2022	After reviewing plans on www.Southdowntown.org, it seems to me that the 4th Ave 1a or 1b would be the better option to preserve the main CID aesthetic. It displaces fewer businesses in the CID area. Major flow disruptions will occur with either plan. Thank you for allowing public comments.	Nelson Nako

04/27/2022	The plans for the Chinatown/International District station are going to tear down treasured local businesses. In this pandemic, more than ever, we need to support our brothers and sisters who have been running their own businesses. We should not construct a new station that will tear up important places of business in the International District.	Fahimah Zaman
04/27/2022	As a home owner and resident in the Interbay area within the project scope. I'm writing to express my sincere concerns on the Draft Environment Impact Statement for the proposed Ballard/Interbay Light Rail. The communication about affected properties has been very poor and I did not receive the notification letter of the possibility that my property could be subject to Eminent Domain. You would think for such a large project with such a serious impact to over 155 homeowners there would be more thorough delivery of notices. The proposed alternative has the greatest impact on residents and their properties, businesses, and the local marine community. As stated in your survey, "all of the bridge alternatives (Preferred Alternative IBB-1a, Option IBB-1b, and Alternative IBB-3) in this segment would displace businesses (and their employees) that are water-dependent or that support water-dependent businesses, which could be difficult to relocate. The displacement of these businesses could impair the operations of waterway transportation and shipment of goods. As a result, there could be a broader effect on regional jobs and income than the jobs and businesses displaced directly by the project". All of the alternatives would adversely affect historic properties such as Fishermen's Terminal Historic District and others. Furthermore, the impact of this construction on traffic to the Interbay and Ballard areas will be devastating for all residents and businesses. If you've ever seen the how long the back-up is when the bridge is, up you know how this has implications for several surrounding areas. My preference is the No Build Alternative to wait and conduct a further review the impacts on local businesses, our transportation, and environment needs. Why is the existing BNSF railway not being incorporated instead of building a new tunnel or bridge? In terms of the wants/needs for this route, the ridership estimates provided in this report don't reflect the changing needs of post-pandemic life and commuter shifts. Every metro bus I see has little if any riders, even at the busiest of commute times. With more companies allowing for remote workers than ever before a new study needs to be conducted for Ballard/Interbay. Again, I don't think any of the alternatives proposed in this scope meet the needs or address the preservation of our local Ballard and Interbay communities.	Alison Hudders
04/27/2022	Currently you plan on displacing many businesses at the cost of greatly affecting the International District. I am hoping you go forward with 4th avenue instead of 5th avenue, it will greatly reduce the number of businesses impacted by the closure. The construction will also interrupt daily life of the CID, and the 4th avenue route will not interrupt as much as it is more pushed away, compared to 5th, which is in the middle of CID. If you plan on going forward with the 5th plan, you can expect great downturns in the economy of CID, as businesses will be forced away and turnout of tourists and customers will cause the CID to have less and less of an economy. I am very deeply hoping that you will consider the community's opinion of where the disruption will be with great consideration, as this is the very community which will be impacted greatly.	Alex DeForrest
04/27/2022	Do not build in 5th in the International District, there needs to be more consideration to the communities that have been constantly affected, especially recently with xenophobia and racism	Tiffany Palomino
04/27/2022	The plans for 5th avenue negatively impact many businesses I grew up frequenting as a child and still do to this day. By building the light rail on either of the 5th Ave options, it would be detrimental to the community of the international district. I highly support the 4th avenue options for light rail expansion so that these businesses in the community are not harmed in the process.	Renee Chiang

04/27/2022	I urge everyone on this selection panel to put aside the bureaucracy and red tape you're accustomed to and look at this proposal for what it is: a knife in the heart of the CID, a cultural center of Seattle that has been shaved down time and time again. This station, no matter which proposed block you choose, could very well be the end of the area as we know it. There is something fundamentally wrong with this plan, and I hope everyone involved realizes it before it's too late. Imagine if plans went through and the Pike Place Market was destroyed in the 70's for the sake of "urban renewal"? Seattle's growing pains are not an excuse to throw out what matters most to its people. "I'm just doing my job" is not an excuse either. Scrap it, send it back, and fight the urge to go along with any of these proposals. You will be remembered fondly for it.	Daphne Maiden
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. As someone works in, commutes to, and frequents the businesses in the C-ID, I've have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Lauren Moores

04/27/2022	Hello, I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes (Del-5 or Del-6). I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives . It is critical that extra weight be given to this consideration as the Parks Department is a part of the City government. 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please revise the EIS, to reflect the preferred alternative to be either of the Yancy/Avalon routes. Thank you. Mary DeYoung	Mary DeYoung

04/27/2022	I am a West Seattle / N. Delridge resident and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that Sound Transit consider this efficient, cost effective, lower environmental impact alternative. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- speed of development with FAR LESS environmental impact 3- less community disruption 1: Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does	Tran Truong

	not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther. Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours. Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org). Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area. Thank you. Tran Truong	
04/27/2022	Seattle's Chinatown International District is not just any neighborhood/district, it contains Seattle's innumerable years of history for the Japanese, Chinese and Vietnamese. Especially when the new Links that are planned will cause important landmarks to be demolished and overblown such as the Chinatown Gate and Hing Hay Park. Rather it's landmarks or not, every inch of CID contains a lot of bygone days and memories to us. In addition, demolishing a large percentage of CID will inconvenience a considerable number of people and eliminate a lot of business that people enjoy going to, it causes huge damages to business owners and employees there. As far as how I see it CID's Link station is user oriented. It's not new Links that should be built; I think the major problem here is how hazardous it's been lately around the CID, if the city really want to help out their citizens they should find solutions to fixing that first.	angela deng
04/27/2022	Light rail is needed in West Seattle, however deplacement of people, apartments, condos, businesses, etc. is not. A tunnel would be much preferred over an above ground and worse - elevated train. SW Avalon Way would especially suffer since it is lined with apartments and condos, some of which are fairly affordable with easy access to the rest of the city. Most of these apartments and condos include underground parking which is so hard to come by in new builds. I can only foresee if we did anything but a tunnel, it would cause more harm in the long-term.	Nikkie Jabro

04/27/2022	We are hopeful the sound transit board will make the best decision for the community and build the tunnel option because it displaces the least amount of businesses and residents and also has the least negative environmental impact to our land and water. Thank you.	Hana Jacob
04/27/2022	In reference to ES 3.1.2.2: Please do not continue construction on 5th Avenue in the Chinatown International district. As indicated in the summary, the construction would impact up to 27 businesses (about 20 of which are small, locally run businesses) and up to 230 employees. I am a 4th Generation Japanese American and am active in the Japanese and Asian community in Seattle. 5th Avenue is a hub for Asians and Asian Americans with beloved restaurants that I frequently bring my friends from out of town to. In addition, a historic and beautiful gate (pictured in the executive summary) is an iconic spot for photos and draws more people into the community. I don't want constructions to mar the iconic photo spot. Please consider pursuing construction at another location as to not displace the small, Asian American businesses in the International District. I hope the city does not continue to displace Asian Americans as it allowed the US government to once before.	Karissa Yamaguchi
04/27/2022	Hello - I am very concerned about the negative impact the 4th & 5th Ave options would have on our Chinatown-International District. This community has suffered the negative concequences of various construction projects surrounding the area now for decades. Beyond construction, the C-ID has also regularly suffered from xenophobia on a local and systemic level. If the City of Seattle is committed to supporting it's thriving C-ID community, committed to an equitable future, and preserving Seattle's relationship with it's key members, you will not consider the 4th & 5th Ave options for this project. Thank you, Anna	Anna Martinez
04/27/2022	I am very concerned about the effect of Del 5 and Del 6 on Transitional Resources. That organization needs to operate as a campus, just as many hospitals do. If the three buildings can remain operating together TR can continue their great work for the community. Please consider their circumstances in your design plans. Thank you.	ANNE Noonan
04/27/2022	Between the pandemic closures, homelessness crisis, and anti-Asian hate crimes the POC owned businesses in the ID have been through enough the past three years. I strongly believe that this important infrastructure projects should not be located on 4th ave because of the disproportionate impact it would have on local POC owned businesses in the area. These critical projects should not some at the expense of the ID. I hope that the 5th ave options are the ones that are chosen for this project.	Martell Hesketh
04/27/2022	Continuing forward with this project will see a mass loss of valued small businesses in the community. These businesses is what makes the international district unique and roots the unique cultural identity of being an Asian American living in seattle.	Emily Dao
04/27/2022	Please do not use alternatives that impact 5th Avenue South. This would demolish several buildings that contain small business and impact the CID, which has struggled with gentrification and survival through the COVID-19 pandemic, for more than 10 years. Please prioritize those alternatives that will not impact the economic and cultural resources of marginalized communities.	Roxanne Robles

04/27/2022	In Ballard: prefer 14th Ave Tunnel option [IBB-2a] In Smith Cove: South Interbay Segment - Prospect Street Station/ Central Interbay Alternative [SIB-3] Downtown: 5th/Harrison [DT-1] In CID: [CID-1b] In Sodo: choose the Mixed Profile Station [SoDo-2] In West Seattle, Avalon, and Delridge: Build WSJ-5 with a South Crossing Alternative These have the least effects on residents who will be utilizing the transportation the most	Bryan Green
04/27/2022	Select alternative CID-1a or CID-1b	Laura Arpin
04/27/2022	I do not approve of light rail as I think it will destroy too many neighborhoods. I believe improved transit system would serve the area better. I also do not think 3 stations or elevated track should be considered.	Pearl Dubry
04/27/2022	The new transit construction will literally rip through the heart of the CID community. This community has already faced severe hardship, including other construction and racism during the pandemic. Communities, especially marginalized ones, deserve a safe space to come together. We are strengthened by this community. Please don't do this.	Megan Antony
04/27/2022	I am concerned with several of the proposals for the ID, specifically the diagonal restructuring of 5th Avenue to cut straight through it. My concern is for the livelihood of the workers in the ID and preserving the historical character of the neighborhood, which is irreplaceable and cannot withstand a year plus of messy construction and multiple building demolishing sites. I know I don't live there, but it's still my city and I hope the ID is not considered disposable. Please consider plans that will minimize damage to this and isolation of important and historic neighborhood.	Anne Bean
04/27/2022	I am writing to encourage the selection of either Alternative CID-1a or CID-1b per the Draft EIS, over any of the CID-2 alternatives, to minimize impacts on ID businesses. Building on 4th Avenue will impact significantly fewer local businesses compared to doing so on 5th Avenue. These businesses were hit hard during the pandemic and don't deserve the impacts that many years of construction will have. Let's make this project as equitable as possible! As a local civil engineer and someone who grew up in West Seattle, I'm excited to see this light rail extension come to fruition! I hope that Sound Transit makes the best decisions for the communities that will be most severely impacted by this construction.	Emma Van Orden
04/27/2022	Please move forward with the 4th Ave station options (CID-1a or 1b) and REJECT the 5th Ave options (CID-2a, 2a-diagonal, and 2b) to reduce construction impacts on residents and business owners within the CID.	Elyse Lewis
04/27/2022	Hello! I am writing to advocate that the proposed C-ID station be located on 4th Avenue rather than on 5th Avenue. The detrimental impacts that the proposed 5th Ave Station would have on local businesses and community, greatly outweigh the negative impact of the proposed 4th Ave site. Please prioritize local community input and racial justice in this decision-making process, and move forward with the 4th Ave Station, to better benefit and support this beloved and essential Seattle community! Thank you, Ellie Deal, MSW, LICSW	Ellie Deal
04/27/2022	While i am excited for the increase ability to travel around seattle, the construction disrupting 4th/5th and a couple blocks around that make me very concerned. As a disabled person it is hard enough to travel. The link itself in its current state is questionable at best when it comes to working elevators and escalators. More obstructions would be counter productive to what the link expansion is supposed to do. Additionally the link to northgate took around 4 years or so to complete. If it follows a similar time line, that's around 4 years of diverting traffic away from the international district. increase chemical risk, noise pollution, and general hazards to the people that live and work there. The ID is full of small businesses and family owned businesses. are you really prepared to exchange those shops for transit? To have that area devoid of businesses ? To push out generations of family and history? If the answer is yes, than i am ashamed of the transit board.	Khai Vano-Penaloza

04/27/2022	I strongly prefer that the new light rail station be located on 4th Avenue, to protect the neighborhood and businesses in the International District	Oscar McNary
04/27/2022	The international district is an important piece of Seattle's history and should not be erased. While we need to advance our light rail, please consider building on 4th to preserve this historic community.	Daniel Lew
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. As a parent of a preschooler, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. Quality child care is already difficult to find, which has been worsened by the pandemic. While I am excited about the expansion and support mass transit efforts the last thing we should be doing is displacing child care programs that provide this type of high-quality early learning opportunities our children and parents desperately need. This is one of the best and most affordably preschools in the area. The cost of the relocation would drive up the tuition cost and make it unaffordable for many families and leave us without care.. Please consider all other alternatives.	Rachel Tanner
04/27/2022	I think it is crucially important to re-open study of the Ballard 20th/Thorndyke Tunnel Portal. The Ballard station should be where people want to go. While Market and 14th could be made into a destination, it will never have the historic buildings of downtown Ballard that attract so many visitors each year. The walk from 14th Ave (across 15th!) to downtown Ballard is too far for most people. Additionally, a station around 20th (or even 22nd or 24th!) would be within walking distance of the Nordic Heritage Museum and the Locks. There is unlikely to ever be a station west of the Ballard station, while there very well could be stations east of it, so the Ballard station should be as far west as practicable. Tunneling from Interbay would avoid maritime traffic and destruction of historic buildings and waterfront businesses. Thank you for your consideration. Jeff Manson 123 N 103rd St Unit W101 Seattle, WA 98133	Jeffrey Manson
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I strongly encourage you to choose the 4th Ave option so that you will have the smallest impact on the neighborhood. These businesses have already experienced so much suffering caused by the pandemic and increase in property and hate crime. Many of these businesses would not survive the disruptions this project would cause to benefit from its completion if a 5th Ave option is chosen. It is not right to place extra burden on the people of the C-ID for 5th Avenue construction. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood and should be selected.	Stephanie Thurner
04/27/2022	I am very concerned about the impact of the proposed stations for the Chinatown/International District Stations on 5th avenue. Construction that close to the center of the CID threatens the community itself, and those 5th Avenue locations should not be chosen.	Clara Manahan
04/27/2022	For the new station being added in the International District, I believe that either 4th Avenue option would be much better than any of the 5th Avenue options. The 5th Avenue options would displace a lot of local businesses that are an important part of the International District and the great city of Seattle.	Christopher Schenck
04/27/2022	Move forward on 4th! The effects of the routes on 5th will negatively impact the businesses of an already disadvantaged neighborhood.	Cami Shigaya

04/27/2022	As someone who grew up frequenting the C-ID and has family who's local business will be detrimentally impacted by this project - I urge you to choose the 4th Ave option. Having seen the impacts caused by the pandemic (increased hate and property crimes), full closure of King Street, S. Weller and 5th Ave will disrupt and force permanent closure of many immigrant small businesses. While I support the increased access of public transportation, we cannot continue to sacrifice the C-ID for the sake of another major transportation/construction project. Move forward on 4th Ave and protect the C-ID.	Priscilla L
04/27/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Neal Schmidt

04/27/2022	ES.3.1.1.1. SODO Segment: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. ES.3.1.1.3. Delridge Segment: Study improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. ES.3.1.1.4. West Seattle Junction Segment: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. ES.3.1.2.2. Chinatown/International District Segment: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. ES.3.1.2.3. Downtown Segment: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. ES.3.1.2.4 South Interbay Segment: Preferred Galer Street Station [SIB-1]. ES.3.1.2.5. Interbay/Ballard Segment: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.	Emrys Harper
04/27/2022	I think sound transit should prioritize transit quality, location (e.g., I'd prefer the more western alignment in Ballard), and time to completion over business impacts, in particular wrt to station depth, distance between stations, and cut and cover vs tunneling. Additionally, the existing at grade light rail is miserable, we should never build like that again.	David Shorten

04/27/2022	I am a West Seattle resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my 16th Ave SW Homeowners Association strongly favor the SkyLink option vs. train, and ask that SoundTransit consider this efficient, cost effective, lower environmental impact alternative. I have personally ridden and seen gondola technology in urban markets work extremely well. They are especially effective in mixed terrain areas, as is the case between West Seattle and SODO. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- FAR LESS environmental impact 3- less community disruption and faster speed of development 1: Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy	richard hemmerling

	businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther. Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours. Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org). Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area. Thank you.	
04/27/2022	While I think connecting the CID to sound transit will have great long terms effects, it is undeniable that to go forward with this project will negatively impact the community in the present. After such a long and hard coming on three years of the pandemic, which included a huge increase in Asian hate crimes, to displace the community with any of the fifth street station options is a mistake of monumental proportions. It will include displacing up to 27 businesses with construction, which will in turn put hundreds of people out of business. After Seattle has lost so much in terms of small businesses downtown over the course of the pandemic and with the huge increase in the homeless population, doing this will only worsen our city and all the things that make it great. I urge you all to go with the plan on the fourth, to minimize the impact on the community you claim this will be helping.	Abigail Buchman
04/27/2022	Looking at the draft EIS I'm heartened to see that tunnel options are commensurate with the bridge options. I think a tunnel is clearly the superior rider experience over an elevated bridge. I'm disappointed to see that the only available options are on 14th or 15th and none closer to 22nd or 24th. That's where the community amenities and businesses are. I have two small children and often use transit, light rail especially, to get around as a family. If the transit option to go to the farmers market/library/brunch as a family includes a half-mile walk we'll probably just drive instead.	Kyle Long

04/27/2022	The International District is a historical neighborhood that needs to be preserved. While I support the increased access of public transportation, I implore you to choose 4th Ave to build the new Light Rail line in order to have the smallest impact on the neighborhood. Having survived the economic challenges of the Covid-19 Pandemic, the small businesses in that area will be further economically impacted if the city chooses to build on 5th. Choosing 4th Ave will have the least amount of impact on the neighborhood.	Regina Quiban
04/27/2022	Please move forward on the 4th alternative for the C-ID project as the 5th alternative will have more drastic consequences for the surrounding community.	Alexie Walker
04/27/2022	Regarding the Ballard Station west of 15th Ave NW, the Draft EIS only includes the Ballard station alternatives at or east of 15th when it should be on the west side of the road. Please reopen study of the Ballard 20th/Thorndyke Tunnel Portal, because the core of downtown Ballard is several blocks to the west. 2. I support Thorndyke Retained Cut Alternative: This alternative for an Interbay Station facilitates a tunnel under the ship canal to Ballard, which would reduce displacement from construction and avoid maritime traffic. Support Galer Street Station at Smith Cove: The Galer Street Station provides the most access for buses serving Magnolia, local businesses, and any new development at the Armory.	Randall Collins
04/27/2022	Please put the International District alignment along 4th Avenue under the current viaduct (or whatever its called) and connect the Sounder, West Seattle-Ballard line, and Central line together, through a corridor utilizing the existing Union Station Building. This alignment causes the least disruption to the already burdened ID and makes the most sense for transit riders. Please please please!!! Yes, I know it will cost more money, but long term, it's worth it. Thank you! Scott Mayhew	Scott Mayhew
04/27/2022	Please consider not expanding the light rail tunnel through the Seattle Chinatown International District on 5th Ave S, which will impact up to 19 small businesses. These businesses have been apart of Seattle history. By extending the light rail system through the purposed route, it will significantly impact the Asian-American community, including numerous families who have worked so hard to carve a path for their current and future generations. Seattle has had enough gentrification throughout the communities of color, let's not destroy another meaningful part of Seattle that many Seattleites grew up with. If the light rail expands through here, what would be the point of giving people access to the place if numerous small businesses are no longer running? What is the point of accessing this beautiful place if there is not much to do? What is the point of accessing Chinatown if it is no longer the historical Chinatown that everybody knew it as? Please consider saving this piece of cultural diversity that Seattle is known for and find alternative routes, such as 4th Ave S, to give the public access to this beautiful Chinatown International District	Catherine Le

04/27/2022	My comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44: First: Thank you for building this section of light rail! I've lived in Seattle for over 40 years, most of that time in Ballard. We need more transit options! Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago. It would cause massive disruption to their operations for some years if they have to move and rebuild. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise.	Robin Kessler
04/27/2022	I beg the transit authority to proceed with the 4th street station. The proposed 5th street will decimate local history, culture, and businesses belonging to our local communities of color. The international district is critical to the vibrant fibers of our multicultural community here in Seattle, and it seems senseless to wipe out staples of this great neighborhood. Please do not proceed with 5th street planning. Thank you.	Shona Kerrick
04/27/2022	I hope that you will keep tourism and day trips in mind and design bus routes to stop at beaches during the summer and at large city or county parks. This also includes waterfront restaurant areas. People need transit to leisure activities, not just work and shopping, especially the ability to take children to beaches and parks when they live in an apartment.	Linda Seltzer
04/27/2022	I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, but it is very important to choose the 4th Ave station option to have the smallest impact on the neighborhood. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Helen Chyz

04/27/2022	Hello, I am a current resident of the CID, as well as someone who has grown up in this community. I have seen how construction has negatively impacted foot traffic and the small businesses that are apart of of this neighborhood. Many of these businesses are are still doing their best to survive despite the pandemic closures, anti-Asian discrimination, and boarding up of windows. If the city moves forward with the 5th Ave options they will be actively displacing businesses in the Chinatown core as well as the livelihood of those employees. Our chinatown is small and a long term construction project of this size and with that noise level will be a huge disruption to our communities businesses and residents. Growing up in Seattle the CID has always been a neighborhood where those of us in the Asian community can come together and celebrate not only our cultural heritage, but also understand and learn from the historic significance this place holds for many generations of Asian American Seattleites. From this we grow stronger, and build a space where our heritage is celebrated. It might not seem like a huge issue for those who don't live or spend time in the CID, but for us that make this neighborhood our home it will have an extreme negative impact and change our Historic Chinatown forever. I understand the need for expansion on the station and plead with the city to please consider the 4th Ave Option and instead. Thank you Angelica Felix	Angelica Felix
04/27/2022	Regarding the West Seattle Extension: The Avalon station is an unnecessary expense that should be removed from the preferred alternative plan. This would allow for the lowering of the Delridge station. A lowered Delridge station decreases not only the costs, but allows for greater accessibility. Frequent bus service should be made available between the dense Avalon neighborhood and the two West Seattle stations. The Delridge station is imperative for transit access to southern BIPOC and low-income communities and South Seattle College (need to ensure frequent bus service from these areas to the station). This station is also the logical connection for future rail service to the south (White Center, Burien). Locating this station on Dakota, just south of the DSHS building, would preserve the commercial area to the north, which has become an important community resource and gathering place (Delridge Deli Mart, Uptown Espresso, Ounces Taproom, Skylark Cafe). Please ensure that access to the bridge via Delridge is kept open during construction! I support the elevated Fauntleroy (Les Schwab/Shell station) location for the second station. 41st/42nd would be fine but more expensive. This station is the logical connection for transit to the southwest/Vashon ferry/Arbor Heights.	Christa Zinke
04/27/2022	Please work with the Chinatown community to create the best transit system to serve the public. Choose the least disruptive 4th Ave option!	Daljit Grewal
04/27/2022	I'm writing to encourage Sound Transit to construct their new stations in Seattle's CID along 4th Ave, instead of on 5th ave. I'm a huge fan of public transit and am really grateful that we're expanding this resource in our region. I think this work is really important. At the same time, we have a real history in this country of large infrastructure projects being done in ways that harm historical communities of color. This is a moment where we can try to limit that harm, by choosing construction options that limit disturbances to historic local businesses. The CID has fought many battles over it's history to protect it's community and it's cultural legacy. Change is inevitable, and while there are many ways to view change and how it's done, forcefully displacing tenants, businesses and community fixtures should never be a part of that process.	KENJI STOLL

04/27/2022	Please move the line in Ballard from 14th street to 15th. The impact on the Ballard Food Bank and their customers would be extremely impactful.	Kathie Hopkins
04/27/2022	Since Sound Transit doesn't believe that our city's 3 main hospitals deserve to be directly served, I implore Sound Transit to build fully accessible station entrances and exits(with redundant elevators / stairs / escalators) for the Midtown Station on 5th ave at both Madison and Spring Streets for best connections to the Rapid Ride G line that is under construction. Thank you	Gordon Werner
04/27/2022	It is not abundantly clear which communities will undergo the greater impact. to bring light rail to West Seattle. There is still tremendous concern about habitat, and riparian intrusion to get this to wrk, as will as tree mitigation. Like Ballard, West Seattle has a abundant tee canopy. Also, what is the most significant impact on salmon waterways. The Duwamish river is a reminder to us all what happens when the environment is ignored, but being thoughtful about and honest about the true environmental impact is important. The district that is impacted by light railing advancing to Wes Seattle has requested an impact study of a gondola - the is just one example of the community concern around light rail in and out of West Seattle. Also, is there true equity in service, that is to say do communities of color have a similar level of access to light rail, and have we not overburden these communities with the impact to bring light rail to West Seattle.	Chris Porter
04/27/2022	Re: Chapter 4 The proposed changes would absolutely demolish the cohesion of the neighborhood, which within the last 20 years still held incarcerated detainees in the INS building. This community is still healing from a history of detainment, racism, and mistreatment, and the disruption caused by the duration and intensity of the proposed construction would destroy the largest respite in the city for Asian and Asian American Seattleites. It is one of the few places in the city where I as a Chinese immigrant feel a sense of safety and belonging. This community is already facing social inequity, gentrification, and hate crimes. Please do not contribute to the further erasure of this community.	Yintong Cheng
04/27/2022	The proposed options for Ballard all seem to fall short of serving Ballard itself, and I believe organizations and citizens have been pointing this out for some time. When building such a future looking system, we need to build it in the best way possible. And that definitely means putting station more centrally in Ballard itself, like the 20th street station considered previously. Please revisit options like this.	James Flynn
04/27/2022	Please use the 4th Ave option to prevent displacing 19 businesses.	Jane Seo
04/27/2022	Please move forward with building on 4th Ave instead of 5th. The gentrification of the CID and the displacement of businesses and communities of color has already been so devastating. Please do not further this harm. Building on 5th will have awful consequences on our elders, small business owners, and the culture of the CID. In the wake of increased anti Asian sentiment, it's more critical than ever to preserve these communities, their culture, and to stop gentrifying and building government projects. Asian folks have been displaced and lost businesses, homes and communities time and time again in Seattle. Please do not do this!!!!!!!	Zahra Masaoka
04/27/2022	I think this is an excellent plan - please proceed with speed! Do not consider additional amendments to the current plan that will delay progress.	Kimberly Decker
04/27/2022	Please consider and prioritize the impact to residents and businesses in the Chinatown/International District over concerns of event goers or other transient users of the area. The number of businesses impacted/lost by the various options and the number of residences impacted/lost should take precedence over other concerns. The C/ID continues to suffer from neglect by the city and impacts from large-scale infrastructure projects.	Michael Jacobson

04/27/2022	I support public transportation, however, the impacts of the 5th Ave option will have a greater impact on the majority of the neighborhood, especially how the area has endured in the past construction projects of the I-5 construction, Kingdome, Safeco Field, and Centurylink Field. In addition to recent years, the impacts of the SR-99 tunnel, Seawall, Seattle Waterfront, and the demolition of the Alaskan Way Viaduct. This is the city I grew up in and the 5th Ave option would cause the utmost consequences in the neighborhood. Chinatown-ID has been impacted year after year with a cost affecting its residents, businesses, cultural identity, guests, an increase in property, and hate crimes. I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood.	Jana Chieu
04/27/2022	None of the Ballard station options serve the existing population center of the neighborhood, and there is unlikely to be density growth at the 14th/15th St corridors due to industrial and commercial zoning. Additionally, the Coast Guard has stated that the current bridge plans are inadequate. I request that the Board reopen study of a 20th St. station in Ballard, with a tunnel, to better address rider usage, current user density, and a crossing of the ship canal that does not conflict with canal use. It is the best choice for the long-term functionality of Light Rail to NW Seattle.	Day Frostenson
04/27/2022	Please, do not build on 5th Ave of the CID. The international district has already suffered enough throughout the pandemic, and the shops on 5th are an integral part of the community. Please consider building on 4th Ave instead for the least detrimental community impact.	Leanna Keith
04/27/2022	I prefer DEL-2a or DEL-1a that routes the line on the south edge of SW Genesee St (i.e. through the golf course).	Karin Bauer
04/27/2022	I live in Ballard and want the light rail line to follow 14th Ave. It makes perfect sense. There's already room for it. It's the least disruptive. It's only a block away from 15th. Going along 15th would just add to the mess of that street. It's not pedestrian friendly. Traffic goes too fast.	Mary Peterson
04/27/2022	Hearing from those most deeply impacted by this project. I believe the 4th Ave option is more preferable than the 5th Ave. please listen to the folks on this neighborhood most effected.	Elizabeth Mustard
04/27/2022	As someone who supports small businesses in CID, building on 5th ave is harmful to my community. There are peoples' livelihood that will be shut down. Build on 4th ave instead. The CID is slowly deteriorating because of bad choices like this. Building on 4th ave is closer to the stadiums as well.	Errol Costales
04/27/2022	Please choose the 4th Avenue option. Community members have spoken about how the 5th ave option disrupts far more businesses, which is not something any community should be forced to bear during a pandemic, and particularly Chinatown given the rise of anti-Asian hate crimes due to the hysteria around covid. Please listen to what the community has to say and make the choice that lessens impact on local community members. Do not prioritize the convenience of outside interests.	Max Dightman
04/27/2022	Sound Transit is choosing a route to build a new station in the CID that links West Seattle to Ballard. Although all options will affect our neighborhood, the 5th Ave options will have more detrimental impacts that our neighborhood after a history of construction impacts, xenophobia, hate crimes, and the pandemic should not bear.	Fiona Dang
04/27/2022	Please reconsider building a new train station at Chinatown-ID, specifically on 5th ave. My biggest concern would be cost of local/ beloved businesses around that area. The impact will be far less detrimental to the community if it's on 4th ave or if there is another alternative. Thank you for your understanding	Elizabeth Ong

04/27/2022	I spent over 20 years acquiring real estate as a Senior Real Property Agent (1990 - 2012) for the Seattle Parks Open Space Program. From my perspective as a former 'land-man' for Seattle Parks, I think the 14th NW route is historically superior because there was (is) an old rail R-O-W from Ballard High School down to and (I think) across the ship canal. And 14th was where the bridge was located before the "new" 15th NW was built. 14th NW already has clear ROW access down the middle. The boat launch on the north side of the canal can be redesigned. The south side of the canal is a bit more complicated but those business uses no longer function well in today's economic environment. Moving to the WEST of 15th NW will involve a years-long negotiation with the Port and those outcomes ultimately are uncertain and will certainly cost more for acquiring land and redesigning streets and moorage. If the Port loses the net sheds (those warehouses) Fisherman's Terminal would no longer be functional for its intended purpose.	Richard Frith
04/27/2022	Please take the voices of business owners in the CID seriously and do the 4th Avenue route not 5th Avenue route. Either way will be impactful, but the 4th Ave route will be far less detrimental to AAPI owned businesses in the CID!	Elyse Gordon
04/27/2022	Please choose the CID station to be on 4th Ave!!! It displaces far fewer people and businesses and protects the CID from further disruption to community, business, every day life and generational experience. The impacts of splitting the neighborhood with I-5, the construction of the bore hole, and the demolition of the viaduct are still being felt by this fragile community. It is our responsibility to care for all people of the city and the CID deserves a break. PUT THE NEW C-ID LIGHT RAIL STATION ON 4TH AVE.	Erin Rowand
04/27/2022	As the need for public transportation increases, it is crucial to know that 4th Ave construction is best. The preservation of the International District is not only important to myself, but the many local businesses that would be demolished and disrupted if construction were to continue across 5th ave. 4th ave construction offers little disruption to businesses as they are still recovering from the pandemic that started 2 years ago. The history of the International District is another one to point out as it is home for many folks who immigrated to Seattle. Many businesses, family owned. Many hotels, shared memories dating back to WWII. The community of South Asian and Pacific immigrants that gather and seek refuge in this neighborhood that is the C-ID. As the city continues to grow, and many outsiders come into our city. There are also many people who were born and raised in the area, that find comfort in the same local businesses they knew once before. I am one of these people. Transportation access is wonderful, but not at the cost of history, displacement of families, communities, and businesses that have been established for years, only to accommodate to folks who know nothing about the importance and history of the C-ID.	Edmel Ronquillo
04/27/2022	I would prefer the 4th Ave option for project.	Raymond Diwag
04/27/2022	The ID is a very significant area in Seattle and this proposed location would disrupt the very core. This plan to build goes against what's best for the community it's attempting to serve. Please don't destroy this important and historic community.	Kate Bailey
04/27/2022	An extension is idealistic at best but to displace businesses and to make the Chinatown-International District be a construction zone for several years is not. I currently live in the CID and enjoy visiting all of the local shops and restaurants with ease.	Jennifer Dela Cruz
04/27/2022	Please choose the 4th Avenue alignment. This will improve Sounder & Amtrak connections. The 4th Ave viaduct also needs to be rebuilt anyways. Please avoid 5th avenue. It will displace and disrupt the core businesses of the CID district.	John Guanlao
04/27/2022	Hello - Accessibility to public transportation is important but what is also important is preserving the culture and minority-owned businesses in the Chinatown International District. The light rail extension and the options on 5th Ave S will displace up to 19 small businesses on top of how much COVID has already negatively impacted this area. If Sound Transit truly values inclusion, please listen to the community that is being impacted and know that the 4th Ave S alternatives are preferred because they will not impact any business in the neighborhood.	Ann Nguyen

04/27/2022	The proposed 5th Ave station would be another example of the C/ID neighborhood being forced to accept an unfair level of disruption and destruction for the benefit of other wealthy, predominantly white neighborhoods. After suffering the brunt of the disruptions from the stadiums (Kingdome, T-Mobile & CLink) and the current C/ID Link station, displacing and disrupting more C/ID residents & businesses is unconscionable given that the 4th Ave proposal is better for all surrounding neighborhoods.	Steven Shigaya
04/11/2022	Thank you for the opportunity to comment on the DRAFT EIS for the WSBLE project. This is an important project for the people of Seattle, and especially for the residents of West Seattle and Ballard. My comments cover the West Seattle portion of the project in three general areas: 1) NEPA process issues, 2) fairness, and 3) adherence to Sound Transit's goals for sustainability. Finally, I have some concerns relative to litigation and its implications for project costs and timelines. --- NEPA process issues Significant Environmental Impacts The WSBLE Draft Environmental Impact Statement has been prepared pursuant to the National Environmental Policy Act (42 United States Code 4321 to 4370e) and the State Environmental Policy Act (Chapter 43.21C Revised Code of Washington). WA SEPA is intended to "ensure that environmental values are considered during decisionmaking by state and local agencies." The environmental values change over time and should include issue relevant to current environmental concerns. Similarly US NEPA seeks a discussion of environmental effects and their significance. The latest NEPA revisions as described in 40 CFR V A part 1502.1: "It shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of reasonable alternatives that would avoid or minimize adverse impacts or enhance the quality of the human environment.... Statements shall be concise, clear, and to the point, and shall be supported by evidence that the agency has made the necessary environmental analyses." Further, 1502.2 states: "Environmental impact statements shall discuss impacts in proportion to their significance. "Environmental impact statements shall serve as the means of assessing the environmental impact of proposed agency actions, rather than justifying decisions already made." Recent statements by Washington's governor and the UN IPPC series of climate reports released this April (2022) clearly indicate the critical importance of greenhouse gas (GHG) emissions as a local to global issue. GHG emissions result from the construction of any project (e.g. a ton of concrete yields a ton of carbon emissions) and its continued operation (e.g. energy needed to power the transport mode and the source of the energy). The WSBLE draft EIS is notably deficient in its project-specific assessment and alternatives analyses. The Federal Transit Administration in its 2017 report (Greenhouse Gas Emissions from Transit Projects: Programmatic Assessment, Report 0097) states that it “considers it practicable to assess the effects of GHG emissions and climate change for transit projects at a programmatic level” including a full or “partial lifecycle GHG emissions” analysis. However, estimation of the GHG consequences of the entire Sound Transit system (ST3) are insufficient to properly evaluate the project alternatives proposed in this DEIS. The FTA report goes on to conclude that “in cases where a light rail project is expected to have a lower ratio of displaced VMT to annual transit VMT, then conducting a project-specific analysis using the Matrix or another locally recommended approach may be appropriate.” As warned by the UN report, to limit drastic global impacts, it is crucial to all of humanity to reduce GHG emissions through innovative and timely planning and design in the next decade. This is the same time frame as the WSBLE project, so omission of serious analysis seems counter to emerging societal needs. Reasonable Alternatives	Deane Wang

The WSBLE DEIS should not "justify decisions already made" at the initiation of the Sound Transit project or at the time of ST3 in 2016. As stated in 1502.14 (a):

The DEIS should "Evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination."

The evaluation of two alternatives suggested in the scoping process "for consideration by the lead and cooperating agencies in developing the environmental impact statement" (1502.17) seems inadequate. Appendix M, Table 6-1 in the DEIS cites as a "Reason Not Evaluated in Draft Environmental Impact Statement:" - "The mode (bus) was considered in the Level 1 analysis but was not carried forward since it was not identified and analyzed in the Sound Transit 3 Plan." Given the high cost, long implementation time frame, destruction of hundreds of residences, elimination of many businesses in the Junction, and investment of billions of dollars of public funds, the evaluation of innovative uses of electric busways (e.g. commuter hours priority roadways with hybrid or electric buses) as a "reasonable alternative" should have been included. The rationale provided seems precisely what NEPA authorization seeks to avoid - the "justifying decisions already made."

A second alternative suggested in the scoping process was an aerial tram. The reason provided ((Table 6-1) for exclusion was Sound Transit's 2014 "High-Capacity Transit Technologies Issue Paper," which "identified that gondolas and aerial trams are not considered regional highcapacity transit" (Table 6-1). Even in 2014 this was not an accurate statement, especially given that the level of anticipated ridership to West Seattle at high commute times is well within the hourly capacity of aerial transport. I was not able to access the Issue Paper, but studies demonstrating the potential of aerial transport to meet the requirements were available at the time (e.g. Alshalalfah et al. 2014 Experiences with Aerial Ropeway Transportation Systems in the Urban Environment, J. Urban Planning & Development). In 2021, the DEIS could have accessed even more data with respect to the feasibility of aerial transit to meet public needs.

Comparative Merits

1502.14 (b) Requires that the DEIS "Discuss each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits."

The lack of detail about specific project GHG emissions, climate resilience, earthquake resilience, etc. in combination with the omission of reasonable alternatives raised in the scoping process is problematic.

Furthermore, Section 1502.17 requires that:

"The draft environmental impact statement shall include a summary that identifies all alternatives, information, and analyses submitted by State, Tribal, and local governments and other public commenters during the scoping process for consideration by the lead and cooperating agencies in developing the environmental impact statement."

The West Seattle portion of the WSBLE project will be a major disruption to the Alaska Junction area -- taking six years or more to construct, potentially displacing over 100 businesses and over 500 residences, and impacting many more businesses and residents in the area. Thus, the project deserves and NEPA requires (1502.16) the comparative consideration of:

"Energy requirements and conservation potential of various alternatives and mitigation measures.
Urban quality, historic and cultural resources, and the design of the built environment, including the reuse and conservation potential of various alternatives and mitigation measures."

Affordable housing, single family housing, rental apartments (prior to the West Seattle bridge closure) and parking are all in short supply in the impacted area. Thus the comparative merits of reasonable alternatives is an essential component of an adequate impact analysis.

Supplemental Draft

The lack of an adequate analysis of any major public project hinders decision-makers ability to make wise choices on behalf of the public. The proponents of NEPA anticipated this in section

1502.9:

"To the fullest extent practicable, the draft statement must meet the requirements established for final statements in section 102(2)(C) of NEPA as interpreted in the regulations in this subchapter. If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and publish a supplemental draft of the appropriate portion."

--- Fairness

The differential impacts on the public of any project of this scale are unavoidable. In the case of improved rapid transit for West Seattle, each reasonable alternative has implications for different groups. While difficult to analyze for the many subgroups of the public, some preliminary assessment is possible.

For example, implementation of certain alternatives does discriminate on the basis of age. Long vs. short implementation times discriminates against older groups in West Seattle. The average lifespan of a Washington resident (according to the CDC 2019) is 80.2 years. 12.5% of Seattle residents are over 65. More specifically, 7.6% of "West Seattle" residents (the 11 census tracts north of Myrtle) are 70 or over (2010 census). This group of West Seattle citizens will have passed away prior to the anticipated light rail completion in 2032 (assuming no construction or funding delays), having paid 16 years of property tax, car tabs sales tax, etc. to support ST3.

As the closure of the West Seattle bridge has demonstrated, differential impacts on less affluent residents living near transportation corridors is unavoidable, but capable of some mitigation. Heavy traffic and its associated air and noise pollution, lowered property values, and pedestrian safety are just some of the impacts. The time frame and mode of transport selected for West Seattle's rapid transit connection to the rest of Seattle has implications for the less affluent that could be evaluated and included in the analysis.

--- Sound Transit's goals for sustainability

In its 2019 Sustainability Plan update, Sound Transit commits itself to "development of an environmental management system to guide organizational attitude and action." This is an institutional cultural change that is often difficult to implement. The ISO Plan-Do-Check-Act model for continued organizational improvement requires serious organizational introspection with respect to its goals and ISO's various standards including (SIO14001-2015):

"protecting the environment by preventing or mitigating adverse environmental impacts"

"achieving financial and operational benefits that can result from implementing environmentally sound alternatives that strengthen the organization’s market position"

Sound Transit has committed itself to "consideration of carbon emissions from project construction and operation - full consideration of reasonable options."

It also states: "As regional transportation planning and implementation organization, Sound Transit aspires to find the best possible outcomes for the Puget Sound people-planet ecosystem."

This level of integrative planning at the ecosystem-level, in concert with its many project partners, is a goal that is complex and difficult to achieve. However, as an aspiration for Sound Transit, it is commendable. The ISO Environmental Management System approach requires an organization to document its own internal processes to meet stated goals. This assists the organization to pursue "continued organization improvement."

The pursuit of ST3 and even the recent "realignment" process can benefit from rigorous and "out-of-the-box" thinking and planning.

--- Litigation on process grounds

Inadequate adherence to the NEPA process unnecessarily exposes Sound Transit to litigation relative to eminent domain seizures and other aspects of project implementation. These court processes can both delay the project and exacerbate the already difficult funding situation.

	Rapid transit for West Seattle residents has many social, economic and environmental benefits relative to the "no action" alternative. To avoid living with "no action" for the coming decade, providing a rigorous supplemental draft including issues not considered or dismissed based on inadequate analyses might keep the dream of fast and efficient connection to the rest of Seattle alive for the near term. GHG emissions climate resilience earthquake resilience integration of multi-modal strategies with partner organizations, including: electric buses on dedicated busways high capacity aerial transport covered pedestrian paths and bikeways enhanced over water transport regional coordination of flex hours and remote work data coordination of multi-modal transit schedules Again, thank you for the opportunity to comment on the WSBLE DEIS and participate in this important project for the Seattle region. Sincerely, Deane Wang 5247 42nd Ave SW, Seattle	
04/27/2022	Hi there, please build the new Sound Transit station on 4th Ave, not on 5th. 5th Ave has a lot of local businesses that are important to the history and the vibrancy of the Chinatown International District and by building on 5th Ave you are taking that away. The Chinatown International District has already been through a lot the past two years, after a history of construction impacts, xenophobia, hate crimes and the pandemic. Please don't make this worse for this beautiful community found in the Chinatown International District.	Mel M
04/27/2022	Hi, As a resident of over 20 years on 42nd Ave SW, I feel if you are NOT going to give West Seattle a tunnel, you must have your elevated stations on a main arterial like Fauntleroy Way and/or Delridge. PLEASE do not disrupt our beautiful neighborhoods with UGLY, ELEVATED CONCRETE STRUCTURES! That is not acceptable! We want a TUNNEL! We deserve a TUNNEL. The environmental impact on our city neighborhoods should be kept to a minimal. Our homes and properties should be kept intact. You have taken away everything that makes this city functional. Please don't take away our neighborhoods. Sincerely, Michelle Nelson	Michelle Nelson
04/27/2022	The International District is a historic landmark of Seattle and must be preserved at all costs. The damage demolishing all these small businesses that are part of the Asian American community cannot be understated. Please consider other means of establishing a Link Station.	Justin Diep
04/27/2022	I am concerned about the negative economic impact this project could bring to Chinatown/the International District.	Benjamin Fritz

04/27/2022	It is important to NOT build the new public transit station on 5th ave in the CID. The community will suffer greatly if this decision is made. Public transport is important, but this would cause avoidable harm against the very people it is supposed to be serving.	AshaAung Helmstetter
04/27/2022	I am writing in solidarity with the International District neighborhood and community. I urge the city of Seattle to select the 4th Ave options for the new light rail station, as this will be least disruptive to the International district community and the many businesses in this neighborhood that are owned by persons of color that celebrate and support the diverse population. It is time that we listen and lift up the voices of people of color who will be most impacted by this choice and I am here to amplify their urging to select the 4th Ave options. Thank you for your time!	Larissa Grieves
04/27/2022	The short tunnel, 41st Avenue Station is my preference. I strongly favor one of the tunnel options. Every other comparable Seattle neighborhood has built light rail underground. An elevated rail system would bring unwanted noise and ugliness and totally and unnecessarily degrade what is now a very nice residential family neighborhood. The option also would appear to have the least impact on existing businesses and homes. Thank you, Suzanne Tedesko	Suzanne Tedesko
04/27/2022	I am writing on the Chinatown International District station proposals. Chinatown International District is a Seattle treasure. A treasure. The fifth avenue options would destroy or devastate many more businesses than a fourth avenue station. The 5th Ave options would create a lasting detrimental change to the CID. You claim equity, so stand for this BIPOC community and this Seattle treasure. The fourth Avenue option is the ONLY option for equity and for our city's strengths and values.	Sarah Rafton
04/27/2022	I strongly urge you to consider building the CID light rail station at one of the 4th ave options rather than 5th avenue. The 5th ave options will be devastating to local businesses and residents, many of whom are still trying to recover from the pandemic and the xenophobia that resulted in many targeted attacks on the CID community. 4 ave make sense - it's already the main street for so much public transit though downtown and is far less disruptive to businesses.	Lea Bouma
04/27/2022	I am writing to advocate for the International District station to be built on the 4th street deep alternative route as this will not displace residents nor businesses. Although I recognize this route is more costly and causes more traffic disruptions, I still believe that we should prioritize not disrupting that people and businesses that have already been in the area. I grew up going to International district every weekend to go grocery shopping with my parents and seeing how people and businesses suffered as a result of the pandemic breaks my heart. I hope that this project will not cause any more distress for them.	Elizabeth Tran
04/27/2022	Seattle has shown time and time again that they prioritize regions of wealthy residents over regions of minority residents. The new CID station must be built on 4th Avenue to avoid further burden on the International District. Moreover, if the Sound Transit system is committed to providing equitable transportation, it should avoid the 5th Avenue options, thereby preserving much of the district's communal integrity.	Kelly Quinn
04/27/2022	The current trains in use are horribly uncomfortable for children and short people! These were clearly designed by men and they have not been able to think of anyone else but their own needs. The trains in Switzerland and Italy are wonderful, why can't our trains be designed after those? For God's sake FIX the seating!	Linda Rieland
04/27/2022	The Sound Transit option on 5th Ave S will displace up to 19 small businesses in the International District. Small businesses are essential to the community, providing employment and support local economy directly. The 4th Ave S alternatives are preferred because they won't impact any businesses in the neighborhood.	Kelsey Kaplan
04/27/2022	PLEASE go with the 4th Ave option. The small business there have been through a lot, especially during Covid.	Donna Dao

04/27/2022	I urge Sound Transit to NOT build on 5th avenue. Doing so will displace a number of small businesses. Building new transit should NOT result in doing harm to community. I strongly urge Sound Transit to consider building on 4th avenue instead. Thank you.	Min Lee
04/27/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Charlene Robins
04/27/2022	There are currently two proposed sites for the new bus depot in the CID, one on 4th ave, and one on 5th ave. I support the 4th ave option because it impacts the vibrancy and importance of the CID to a slightly lesser extent. This community has been harmed in so many ways so in an effort to minimize the impact of this significant decision, I support the 4th ave location. Thank you.	Anna Strick

04/27/2022	I am a West Seattle / N. Delridge resident, and have several concerns about SoundTransit's proposed options for light rail extension. I and several members in my N. Delridge neighborhood strongly favor the SkyLink option vs. train, and ask that SoundTransit consider this efficient, cost effective, lower environmental impact alternative. I have personally ridden and seen gondola technology in urban markets work extremely well. They are highly efficient, attractive modes of transport in both Bogota and Medellin, Colombia; Hong Kong; and Singapore. They are especially effective in mixed terrain areas, as is the case between West Seattle and SODO. While there are numerous advantages to gondola technology's solution for West Seattle, 3 principal reasons stand out for electing this option: 1- significant taxpayer cost savings 2- FAR LESS environmental impact 3- less community disruption and faster speed of development 1: Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. 2-3: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. A 2014 Sound Transit paper on mode choices for the regional transit network stated: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West	christine clark

	Seattle residents may have to travel longer distances to get services. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther. Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours. Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org). Please consider what is a smarter, safer, faster and far more economical option than light rail -- SkyLink is the right choice for this area. Thank you. christine	
04/27/2022	The 4th avenue options are much better for this neighborhood than the 5th avenue options. Either project will cause disruption but if done through 5th avenue it will displace/demolish many POC owned businesses, cause street closures for up to 11 years, and cause noise and air pollution in neighborhoods for many years. The 4th avenue does not disturb as many peoples livelihoods, mostly just empty lots/parking lots, only 5 -8 business and between 170-200 employees. Putting the 5th avenue options in would also likely lead to more distribution of CID in terms of splitting the neighborhood and causing more racism, xenophobia, hate crimes, and covid exposure to at risk populations . 4th Ave CID 1a is generally better for everyone and has least impact overall. Please listen to the voices of those who live and work in the CID and will be most impacted not just the business with the most money and lease to loose.	Temple Loveli

04/27/2022	I am writing to urge you to select the 4th Avenue alternatives and save the Chinatown-International District. Table 4.3.4-1 "Ballard Link Extension Study Area Demographics" shows that compared to the other areas impacted by the construction, the CID Segment has the highest percentage of people of color, low-income households, residents over the age of 65 and households with no vehicle. It is imperative to move forward with one of the 4th Avenue alternatives to minimize the displacement of buildings and businesses that these residents depend on. Streets at the heart of the CID including 5th and 6th Avenues and King and Weller Streets must not be closed or occupied by construction activity for years. It will simply be unlivable if residents are not able to walk to Uwajimaya for groceries or visit with their neighbors at Hing Hay Park. Small businesses will not be able to endure upwards of 10 years of construction. Choosing one of the 5th Avenue alternatives will mean the death of the CID. As an Asian American, the CID neighborhood is a vital place for me to find community. Having lived in Seattle for more than 12 years, I visit the CID on a weekly basis, shopping for groceries at Uwajimaya, stationery at Kinokuniya, and gifts at Sairen. I love the shokupan at Fuji Bakery, visiting with the owner of International Model Toys, eating the salt and pepper tofu at Pacific HK Cafe, the almond cookies at Homestyle Dim Sum and coconut tarts at Cake House My Favorite, and comparing the bubble tea options at Oasis, Young Tea, Jardin and more. I've volunteered at Helping Link and the ACRS food bank, and attended numerous festivals, food walks and community rallies at Hing Hay Park. I am also a strong supporter of public transit for Seattle, and that is why we must move forward with the 4th Avenue alternatives. Alternatives CID-1a and option CID-1b are the right choice because they would not displace critical buildings and businesses that are essential to the community and its residents. The CID is an important historic and cultural neighborhood that must be preserved and supported, not destroyed.	Kayla Kitamorn
04/27/2022	I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit’s light rail plan, as it would devastate a nonprofit that provides services to our community’s most vulnerable people. We need these facilities and services now more than ever. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. While we desperately need rail, these options are not viable options for our community	jacqueline koch
04/27/2022	4th avenue is the only option. Do as little harm to the neighborhood as possible and displace fewer businesses!	Pam Gassman

04/27/2022	Hello, I am writing regarding the Chinatown-International District alternatives. I believe strongly that any of the 5th ave options will permanently damage the culture, community, businesses and people of the entire neighborhood. These businesses will not be "displaced" - many will likely never return. New ones will eventually take its place, but the damage to the community will be done. Invasive projects to the CID cannot be compared to any other neighborhood as it provides a cultural dynamic that cannot be found anywhere else in Washington. The impact of intrusive changes must be kept to a minimum. The 5th ave options in particular not only impact the immediate businesses, but will also permanently split the CID, shrinking both its size and its cultural strength. I request that you do not move forward with the 5th ave options, and either choose one of the 4th ave or investigate other alternatives. Thank you, Andrew Yang	Andrew Yang
04/27/2022	While I support the increased access to public transportation, especially for the ease of access for those that work and the potential business it will bring to the CID, I implore you to choose the option that has the smallest impact on the neighborhood. As a community member who lived near the CID and in some ways grew up around there, I have witnessed the vitality and strength of this community which has been essential for marginalized community members. Disrupting this community through displacement and extended street closures would be irresponsible. We cannot continue to sacrifice the CID for the sake of another major transportation or construction project. Please continue to consider options that would create minimal impact on this important neighborhood.	Ricki Lieu
04/27/2022	Please choose a Light Rail station on 4th and not 5th so that businesses and people are not as heavily impacted by the ~11 years of construction, air pollution, noise pollution, and negative business impact.	Kenzie Bailey
04/27/2022	Now that a more expensive bridge would be required for the drawbridge option and matches the cost of the tunnel, Please consider reopening the study for a tunneled 20th Ave station! Thank you!	Alex Parsons

04/21/2022	Greetings: To be successful, it is critical that the Interbay-Ballard segment of ST3 expansion must be located where residents and businesses can easily access it. That means we need two stations! One near Smith Cove Park easily accessible to Expedia employees, cruise ship passengers and resident on the southwestern part of Magnolia. And a second near Dravus, where much of Magnolia's population resides. My preference is to have the light rail travel through an underground tunnel from Seattle Center to Smith Cove station then to Dravus station and under the ship canal to connect with a Ballard tunnel station at 17th, 20th or 22nd avenue NW. Please note that reducing the number of stations to one at Armory means that most Magnolians cannot access the station easily! 2) We must have shuttle buses coordinated with the light rail schedule that make regular trips from key locations in Magnolia to the two Magnolia light rail stations. **3) Please avoid transit plans that **require pedestrians to cross major roads such as 15th Avenue West. 4) Please avoid large stations. All we need are platforms, some shelter for passengers, a place for shuttles or drivers to drop people of and a place for people to lock their bicycles. 5) The Interbay area is so close to the city, and contains so much open land, it holds great promise for potential development for affordable housing and small-scale manufacturing. Critical infrastructure should be placed underground to allow for dense development of the area. 6)** Regarding Smith Cove station (SIB-1)**: The station should be approached by tunneling and be placed on the West side of Elliot Street/15th ave. West and allow for easy access to Magnolia Bridge or its replacement. 7) With respect to Interbay Station (IBB-2b): **The station must be close to the Magnolia community so it can be easily accessed in the event of **bridge failures. Trains should continue through a new ship canal tunnel. The station should be designed so all buses and passenger car pick-up and drop off are on the north side of Dravus or on 17th Ave. W Thank you for taking the time to understand what a Magnolia person such as me feels we need. Marie Anchordoguy, who voted for Andrew Lewis in last election 29th Avenue West	Marie Anchordoguy
04/27/2022	Hello, My comments address the construction of a new Sound Transit station in the CID. The options offered are a 4th ave station or 5th Ave stations that will negatively impact business and the unique character of the CID. The 4th Ave alternatives are preferable because they would involve displacing parking spots rather than businesses. I assert that this is the smartest and most ethical choice. Construction on 5th Ave and tearing down businesses in the CID is unnecessary and cruel. The CID has suffered many construction interruptions throughout its history and it needs to stop. These businesses are lifelines for Seattle's AAPI and immigrant populations. The CID is historically rich and is one of the most culturally diverse interesting neighborhoods in Seattle. 5th Ave construction will eliminate businesses that have struggled through so much but continue to thrive. Don't kneecap AAPI owned businesses that are just now starting to recover from the pandemic. Build the station on 4th Ave and prioritize businesses over parking spaces. Perhaps people will use transit more if there are thriving businesses to visit and parking isn't ideal. That's how big cities work. The value is in the character, the history, the diversity, the products, not the parking. Regards, Corr	Corr Ash

04/21/2022	Hi, I read in the DEIS that the Chinatown Gate will be wrapped. There needs to be detail about how this will be accomplished and what the wrap materials will be. Will the "wrap" blow off in a rain storm? Tear? Flap around if it loosens? If too tight, will it knock of ornamental features? Can the wrap withstand getting hit by a haul truck or other construction vehicle/equipment? Betty	Betty Lau
04/27/2022	Regarding the CID component, the 4th Ave option seems preferable to the small local business that are most at risk. Please highly consider doing whatever you can to support them as they are VERY vulnerable. I vote 4th Ave plan.	Renin Cassidy
04/25/2022	Thank you for the opportunity to comment on the DEIS. Attached are my comments, questions and requests. I am available for responses. Thank you Mark Uomoto Mark Uomoto On Behalf of Yoshia Uomoto Nikkei Manor Assisted Living 700 6th Avenue S. Seattle, WA 98101 RE: Sound Transit Light Rail Hub Ballard Extension/Chinatown-International District Segment Dear Sound Transit DEIS Analyst Context I am writing on behalf of my 99 year old mother who is frail and wheelchair bound. She lives at Nikkei Manor assisted living facility. I am writing to express my concerns over the DEIS where I feel is flawed in a couple areas. I probably missed relevant areas about the CID, but that is due to my ignorance of the structure of the DEIS. I will begin my acknowledging the long term need for improved mass transit to accommodate increased transportation needs of our continuously growing population and economic Central Puget Sound region. Literally funneling transit users through the Central Seattle area and particularly the Chinatown/International District (CID) is a huge challenge. My focus is the CID area per se and not Pioneer Square and other areas that are including in your "Chinatown-International District Segment" in section 4.3.2.1.2. Table 4.3.1-2 First Table 4.3.1-2 shows no Multifamily parcels affected. For the 5th Avenue options, isn't the housing above and around Uwajimaya and Nikkei Manor and other condo/apt units between 6th Ave and Maynard Avenue affected? If "affected" is defined as purely business impact, then "affected" must be expanded to include housing facilities. I am not savvy with the DEIS but no impact to multifamily parcels is outrageous. More points on this below.	Sound Transit Board,Mark Uomoto,Yoshia Uomoto

Economics 4.3.3 - Section 4.3.3.4.3

"Roads where traffic would be diverted include 1st Avenue South, 6th Avenue South, and Maynard Avenue South…" It does not say how long. Medic, wheelchair transport vehicles and resident families MUST have access to Nikkei Manor whose entrance is on Lane St and between 6th and Maynard Ave at ANY time. 4.3.14 Fire and Emergency Medical Services says "Temporary closures could affect access and response times for fire and emergency medical vehicles". I am positive it [can] affect access…

QUESTION:
(1) What assurances will be guaranteed for such access to Nikkei Manor?
(2) This contradicts 4.3.14.3.3 where it states " would not have additional impacts to public services other than those discussed above"

Social Resources, Community Facilities and Neighborhoods 4.3.4 CID Segment

QUESTION: Why isn't Nikkei Manor and other housing facilities mentioned? Request their inclusion and recognition of adverse impact?

Noise and Vibration 4.3.7

"The Chinatown-International District Segment does not have any noise-sensitive land uses where the project would be above-ground, and no noise analysis is required for proposed tunneled areas". It does not explicitly exclude during construction and this must be considered during construction. Section 4.3.7.1.1 implies transit use of the tunnel design.

OBJECTION:
(1) I am sure housing along 5th, 6th Avenues like Nikkei Manor would be extremely sensitive to construction noise and adversely affect sleep when at night.
(2) Recognition of vibration is noted in along 5th Avenue but given this entire area is formerly mud flats and would think vibration would be further than the area of the construction.

4.3.7.4.1 Noise

Good recognition of Noise in the CID.

QUESTION:
(1) What is the noise during the day and during at night where 6th Avenue is at, where Maynard Ave is at? What mitigation measure can be done?
(2) What is the noise generated from massive trucks to/from the construction during the day and at night from 6th Ave, from Maynard Ave? What mitigation measure can be done?

Historic and Archeological Resources 4.1.16

OBJECTION:
Why isn't Nikkei Manor included as they are 700 6th Ave S? (Or sorry if I missed it)

Noise and Vibration Technical Report: N3

This has details of both noise and vibration but want to see on a map of the CID levels of noise and comparable vibration indices increasing distance away from the project site. For example db from the project site during construction to 6th Ave, to Maynard Ave, etc.

Vehicle air pollution and Particulate

Why relatively little on this area? I remember the Puget Sound Air Quality (PSAQ) analysts came to the Nikkei Manor Family Forum of years ago expressing their concern of smoke and particulate matter in the CID per se (not CID Segment). They discussed the meters to be used and where they were to be installed.

If PSAQ came to us to discuss air pollution and particulate matter, can't this DEIS analyze the construction's

	impact and post construction impact on the CID per se and showing levels from the project site to 6th Avenue and to Maynard Ave, etc? Bottom Line I appreciate the huge extensive analysis of this huge project. To me, the Chinatown/International District (not the Segment) is tiny as compared to this project. However, the district is very fragile and hate to see it disappear like the former Japan Town in Los Angeles. The residents living in Nikkei Manor and other similar housing facilities are frail and the thought of night light, construction noise, construction vibration, constant massive truck getting to/from the project site is appalling. I much rather have the 4th Avenue design adopted and mitigate all my concerns on the CID neighborhood. Thank you Mark Uomoto mwumoto@comcast.net	
04/27/2022	The International district has gone through enough construction! Let the people continue to build their lives. I vote no	Alexander Hartanov

04/23/2022	Hello: 1) To be successful, it is critical that the stations in the Interbay-Ballard segment of ST3 expansion be located where residents and businesses can easily access them. That means we need two stations in Magnolia. One should be near Smith Cove Park, where it would be easily accessible to Expedia employees, cruise ship passengers and residents on the southwestern part of Magnolia. A second station should be near Dravus, where much of Magnolia's population resides. My preference is to have the light rail travel through an underground tunnel from Seattle Center to Smith Cove station then to Dravus station and under the ship canal to connect with a Ballard tunnel station at 17th, 20th or 22nd avenue NW. 2) We must have shuttle buses coordinated with the light rail schedule that make regular trips from key locations in Magnolia to the two Magnolia light rail stations. 3) Please avoid transit plans that require pedestrians to cross major roads such as 15th avenue West. **4) Please avoid large, expensive stations. All we need are platforms, some shelter for passengers, a place for shuttles or drivers to drop people off and a place for people to lock their bicycles. ** 5) The Interbay area is so close to the city, and contains so much open land, it holds great promise for potential development for affordable housing and small-scale manufacturing. Critical infrastructure should be placed underground to allow for dense development of the area in the future. 6) Regarding Smith Cove station (SIB-1): The station should be approached by tunneling and be placed on the West side of Elliot Street/15th ave. West and allow for easy access to Magnolia Bridge or its replacement. **7) With respect to Interbay Station (IBB-2b): The station must be close to the Magnolia community so it can be easily accessed in the event of bridge failures. The station should be designed so all buses and passenger car pick-ups and drop-offs are on the north side of Dravus or on 17th Ave. W. Trains should continue through a new ship canal tunnel. **** I am against the proposal to build only one station in the Interbay area and to place it close to the Armory.** Thank you for your consideration. Randa Minkarah 206-877-2410 randam2@comcast.net	Sound Transit Board,Andrew Lewis,Sara Maxana,Randa Minkarah
04/27/2022	The current plans for light rail station in the International District will harm the district, the businesses, the people, and the culture there. The ID is a jewel of Seattle and needs to be preserved and protected. Please step back from your current plans and do a more thorough impact statement. In case you are interested, I am not of Asian descent. However, I am very much committed to protecting and valuing the ID. The current plan does not do that. I look forward to the planning group working more closely with representatives of the ID to develop a new plan that shows the ID and its residents the respect they deserve.	Mary Fischer

04/23/2022	Hi Sound Transit Board Members and Seattle City Council Members, I am strongly against the construction on 5th Avenue in Chinatown to Japantown as it will have adverse impact the following: -Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks, in addition to prior loss of 3 blocks for Transit Tunnel; -Disruptions to 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence. -Disruptions to schools, daycares, programs serving thousands of children and youth. Please take 5th Ave. (Option 2a and 2b) off the table and Move Forward on 4th(Option 1a or 1b)! Thank you. Jun	Seattle City Council,Sound Transit Board,Jesseca Brand,Magda Hogness,Nicole Kistler,Jun Qian
04/27/2022	The 4th option for the new Sound Transit station in Chinatown is a better option in comparison to 5th. I've been using Sound Transit for over a year now and have been a frequent visitor of Chinatown. Please save more businesses by going with the 4th option.	Amanda Blue
04/27/2022	Dear Sound Transit Board and Seattle City Council, I urge you not to build the new station on 5th Ave. The multi-year closure of King Street, S. Weller, and 5th Avenue will be detrimental to the businesses and people of the Chinatown International District. Many immigrants who contribute to the good of our city and help grow our diversity will have to close their businesses. Additionally, we cannot put more people of color in Seattle at risk of air pollution, dust, and dirt. Building on 5th would shatter social life and economic livelihoods for a community that has dealt with rising criminal activity and spikes in anti-Asian hate crimes. Sound Transit, please take 5th Ave. off the table and move forward with 4th Ave.	Faye Kim
04/27/2022	Do NOT build new stations in Chinatown. This community is so economically and physically sensitive to any changes, I.e. the pandemic restrictions, building changes, that you are ruining so many lives and putting them at danger of ruining local businesses and displacing current residents WHOM MOST ARE ELDERLY. Don't do this to the Chinatown community.	Sophia Huynh
04/27/2022	Hello, I am reaching out to ask you to save the CID neighborhood. The proposed stations are damaging to our neighborhood, please do not continue a history of public policy that destroys BIPOC communities. Listen to the Executive Team and the Wing Luke Museum and take their counsel regarding how light rail plans can go forward while preserving our valuable BIPOC community. Thank you, Corinne Wilson	Corinne Wilson
04/27/2022	Move the HUB down into SoDo, NOT the International District/Chinatown! SoDo has multiple locations that are now underused, and/or vacant. SoDo location also has plenty of bus service (both current and future) that can be expanded to provide access to/from the new HUB. The ID cannot afford to lose any more historic and new businesses and/or buildings. It's only a fraction of it's original size as it is, let alone to lose years of access and closure of businesses. The previously red-lined areas of the Central District and the ID/Chinatown are finally beginning to gain ground with their historic culture and businesses. DO NOT undo the progress that is being made in it's culture, access, and safety.	Dawn Counts

04/27/2022	On January 28th of this year, Sound Transit released a Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project to inform the public about proposed Seattle Light Rail expansions, local impact, and proposed construction options. Currently, five options have been put forward by Sound Transit for expansion of Chinatown-International District Station: three options place new station entrances on 5th Avenue S, and two place entrances on 4th Avenue S. Options on 5th Avenue will displace many C-ID small businesses and result in the demolition of buildings that currently house Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. No matter the location, station construction will require nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day. Cumulative impacts around the community's ability to stay and thrive remain unaddressed. The economic impact of the pandemic and anti-Asian American sentiment has hit the C-ID neighborhood harder and longer than most. Many of the small businesses that struggle to survive today will be hit even harder, our Museum included. We have determined that evaluations by Sound Transit have ultimately failed to fully address and account for the ways in which the expansion will irreversibly change the neighborhood.	Christopher Olsen
04/27/2022	The 5th Ave CID options are most concerning due to the displacement of small and mostly minority-owned businesses, and the disruption to the community of mostly people of color and marginalized folks.	Amy T
04/20/2022	Hi Comments Department, I saw in the attachments lists of consulting partners. It would be helpful to have an explanation of how they were chosen and their roles. The list I saw was heavy on historic preservation groups and two housing non profits. I didn't see a single organization that does social services. Interim was listed as holding several community forums, but this may not be as comprehensive as needed for ST purposes because of their "selective engagement" policy. Betty	Brien Chow,Nicole Kistler,Betty Lau
04/27/2022	Access to public transportation is vital to the livability of our city during this time of unprecedented growth and expansion but, as history shows, consequences from public infrastructure projects like this have disproportionately burdened communities of color. Currently, five options have been put forward by Sound Transit for expansion of Chinatown-International District Station: three options place new station entrances on 5th Avenue S, and two place entrances on 4th Avenue S. Options on 5th Avenue will displace many C-ID small businesses and result in the demolition of buildings that currently house Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. No matter the location, station construction will require nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day. Cumulative impacts around the community's ability to stay and thrive remain unaddressed. This is unacceptable. This neighborhood is already at risk of gentrification and having been hit hard with anti Asian hate crimes, and loss of business due to the COVID-19 shutdown.	Josie Baltan

04/20/2022	Dear Comments Department: **Discrepancy: ** **In one of the workshop presentations, ST speaker said only one block of 6th would be impacted, from Jackson to King, adjacent to Hing Hay Park. However, according to the Table below, the partial closure will be for two blocks instead. ** Table N.1E.26****5th Avenue Shallow Alternative (CID-2a) – Chinatown-International District Segment 6th Avenue South between South Jackson St. and South Weller St. partial closure 1 year Betty	Brien Chow,Nicole Kistler,Betty Lau
04/27/2022	Hi, I would like to ask that you consult carefully with business and community leaders in the Chinatown International District about any plans to extend light rail in their community. There seems to be a history of displacing brown folks to stimulate wealth and although it might slow or change your plans, I am a voter who would be willing to put up with traffic jams and other hassles to center those voices. Please do your best to lend weight to the concerns of those community members as you make your plans. Thanks!	Carey Christie
04/27/2022	As a person whose heritage is English/German, I know that it is imperative to maintain the viability of the C/ID for now and for the future. This is an area that has absorbed an inordinate amount of infrastructure upset, with the construction of I-5, the stadiums, the construction of the bus terminal -- now light rail. I enjoy walking the streets of the C/ID, and would hate to see the loss of any of the businesses in danger. As the child of a mom-and-pop business myself, I know from experience how damaging to individual businesses and to entire business areas a project of this magnitude can be. Sometimes large entities tend to run roughshod over small businesses -- who do you think will support light rail in the future? Certainly not the large entities. Some more careful thought as to repercussions seems needed.	Joanne Branch
04/27/2022	Please consider an alternative when it comes to this project. Displacing residents and vital businesses in the International District, after decades of racist acts and policies, will only further damage the integrity of the community in the ID. The time is now to stop negatively impacting these already struggling minority communities. I absolutely oppose the station options as the currently exist. Thank you, Ross Laing	Ross Laing
04/27/2022	The existing Lightrail station at Chinatown-Internationaal District is good. The entersecting line, north to Ballard and west to West Seattle should be no more destructive of the C-ID. Don't destroy existing buisinesses. Put it under UNIon STation, or under the existing Lightrail station, or whatever is least disruptive.	Jean Durning

04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Sound Transit Board,Marcelle Graves,Andrew Lewis,Sara Maxana
04/27/2022	As a former staff member of The Wing, I believe the study executed does not provide a comprehensive impact to the International District neighborhood. You are causing more harm than good to the residents and business owners.	Jennifer La Rue

04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Brett Stevenson Magnolia resident.	Sound Transit Board,Andrew Lewis,Sara Maxana,Brett Stevenson
04/27/2022	I want to voice my support for the 4th Avenue location for the international district / Chinatown station, as well as my opposition to the 5th Avenue / diagonally situated location proposals. As a longtime Seattle, now Shoreline/ North City resident, I am so excited for the new transit options that will allow myself and others to quickly and easily move around our wonderful city. As the light rail connects this disparate corners of the city, it's important that we also consider and preserve the businesses and communities that currently exist. The 4th Avenue location for the international district/Chinatown location is the best proposal to connect this culturally and historically unique neighborhood without totally disrupting or erasing it. Please choose the 4th Avenue option!	Erin Millman

04/14/2022	Sound Transit Board and DEIS team — I'm concerned that Sound Transit does not report green house gas emissions due to construction activities. The Sound Transit 2020 Sustainability Progress Report states explicitly: "(This report does not include the resource use of the agency's construction activities.)" I am also concerned that Sound Transit is biased in evaluating new transit technologies, lacking the necessary capabilities to do so. First issue: I have been unable to locate embodied green house emissions data within the West Seattle / Ballard extension DEIS — for each design option. Is this data available, disclosed? (Please direct me to the appropriate pages if I missed the analysis and comparisons. The "best" mention was some language "...not using estimators for construction GHG emissions". This is disturbing... if that is all ST can do or cares to do for us.) I believe — required by law or not — any and all EIS should focus attention upon and dedicate an entire section to embodied green house emissions due to the use of high emission construction materials (e.g. production of steel, cement/concrete, etc.) and actual construction activities (e.g. local and long distance transport, etc.). Highlight this section, feature this EIS section, actively solicit critical public discourse and critique of the section! Every kg of GHG emissions released over the next 7-10 years is critical — please note and read recent IPCC reports! Has ST funded an independent, and rigorous, analysis and report detailing the impact of current emissions due to construction NOW (over the next 7-10 years), the a relationship to purported emissions "avoided" in the future, and the overall heating potential of various segments added to the system? (I stumbled upon an years old white paper discussing concrete options for ST — fly ash, green concrete/cement, etc. — but was unable to find any publicly disclosed followup by ST, no documented/codified dedication to use low/zero carbon building materials — perhaps the reason for the wording in the 2020 Sustainability Progress Report.) For a given segment of the system — a GHG analysis may show that from a GHG emission standpoint, use of "light rail" as the ONLY mode of transit will result in a net positive heating potential (BAD) vs. other methods/modes of transportation implemented or selected (e.g. dedicated electric buses, gondola, rubber/high traction monorail, 3 or 4 day work weeks, high EV adoption and use, etc.). Let's' put some effort into this issue, not simplistically show "how we build light rail" and ignore this critical environmental criteria. [BTW — The loss of houses in the DEIS seemed to extremely high. What was the direct cost assumption to the extension options, i.e. to purchase these homes and impact on housing stock / home prices.] Each link segment added — all segments — must consider and calculate total GHG ("cradle to grave", embodied emissions, etc.). Second issue: Sound Transit should NOT be a "one size fits all" light rail system — though at times ST behaves that way. Efficiencies can only be achieved with a road surface bus (fully electrified some day, I hope) and light rail system? The recent Sound Transit "feasibility report" regarding potential consideration of gondola technology for the West Seattle link appears to be nothing more than a position paper stating / reiterating Sound Transit's inability to design, construct, manage a 21st century transit system in a geographically diverse environment that requires something other than ST's "one size fits all" / "this is all we can do" transit system. (Please see LA or other cities evaluations and their progress, particularly regarding gondola tech.) The ST "report" does not appear to be rigorous from engineering, financial, or environmental points of view — at all. The ST Board should reject and be ashamed of such "reports". The dollar savings alone should be enough for the board to seriously, critically, evaluate non-light rail, non-bus modes of transit to West Seattle (and Ballard). In summary, a "transit system" that simply adds to our immediate GHG emission problem is NOT a good transit solution. I do not support a transit system (or segment of that system) with extremely high upfront GHG emissions, leaving those GHG to be "offset" or "abated" in the future (you hope, based upon what fluctuating assumptions or models). A transit system with high upfront GHG costs (emissions, heating potential) that also never achieves net zero GHG status operationally would be the ultimate insult and misuse of taxpayer funds. Mass EV use might have been a better solution for the health of the planet. ST — "We build a transit system to move people; trust us, ignore our initial GHG emissions."	Mark Leahy,Joe McDermott

	Don't ignore embodied carbon, address it directly, open to public critique! ST needs to address embodied carbon and be upfront about it by including it in its annual Sustainability Progress Report and when evaluating, choosing system extensions (not to mention cost). Our Sound Transit system is intended to benefit all communities both economically and environmentally. Our communities are dispersed geographically and yet ST can only "manage" two modes of transport? Transit engineers globally have only two ideas — rail or roads? The ST Board must require a serious, rigorous, and fair evaluation of gondola technology (by a non-ST, independent, knowledgeable firm). Criteria for this real feasibility study must include detailed construction costs, embodied carbon totals, time to operation (and all benefits therein), and lastly - operational ease of implementation. Give voters a fair evaluation to review/choose — if necessary; show us that you are good fiduciaries. Regards, Mark Leahy Mark R. Leahy 6741 38th AVE SW Seattle, WA 98126 Ph: 206-735-7954 email: markrleahy@leahymail.net	
04/27/2022	Move through with 4th!!! Moving to 5th with cause so much detrimental impact upon residents, small businesses, and the CID overall. The CID is such an important community to Seattle. Do not move through with 5th, save our precious community. Keep Seattle rich with culture by moving through with 4th, NOT 5th.	Abby Brescia
04/27/2022	I am writing on the Chinatown International District station proposals. Chinatown International District is a Seattle treasure. A treasure. The fifth avenue options would destroy or devastate many more businesses than a fourth avenue station. The 5th Ave options would create a lasting detrimental change to the CID. You claim equity, so stand for this BIPOC community and this Seattle treasure. The fourth Avenue option is the ONLY option for equity and for our city's strengths and values.	Melissa Baerwald

04/27/2022	I am writing in conjunction with the Wing Luke Museum's objection to the lack of alternatives in the Draft EIS for expanding the Chinatown-International District station that do not displace and/or damage the vital community of the Chinatown-International District. I have worked as a contractor with the Wing Luke Museum to gather oral histories from immigrant and refugee communities, and worked to tell their stories through exhibits and installations in and around the C-ID. Many of these experiences are not well known, and are not well understood by the larger Seattle community. The C-ID area is unique in Seattle, the only neighborhood that holds both the history and present of many different immigrant communities that contribute culturally and economically to the city. Sound Transit's Draft EIS does not adequately work to understand the history of the area, the depth of immigrant and refugee roots in the neighborhood, and the impact of expanding transit on those communities. The Museum's letter specifically addresses many ways in which the Draft EIS has failed to document and analyze historic and cultural aspects of the neighborhood, as well as its current precarious state. This research is essential to truly evaluate the history and the importance of the present communities, as well as the impact of expansion on their futures, before moving forward with any expansion of ST facilities. ST must engage the community more deeply, and work to determine how to expand without displacing or damaging this important community.	Dori Cahn
04/27/2022	Please use the 4th AVE option for the creation of transportation in international district. The other two locations would greatly disrupt workers/businesses.	Maria Wang
04/27/2022	I love the International District and used to work at a business there for several years. That the neighborhood's community was never consulted about this plan is unacceptable, and that must happen before this plan is even considered.	Daniel Glauber
04/27/2022	the 5th Ave option for the expansion of the CID station will have more detrimental effects on the neighborhood. the 4th avenue option is better for the long-term health of the neighborhood and small businesses	Katherine Yang
04/27/2022	The CID extension needs to be on 4th. Do not disturb my neighborhood please.	Melody Hirsch
04/27/2022	Please do not implement the 5th Ave alternative options. This plan will disrupt so many more business and lives of Asian minorities in the CID that have already been negatively impacted by COVID19 and hate crimes against Asians.	Erina Matsui
04/27/2022	For the rail station in Chinatown-International District, choose 4th Ave. Do NOT pursue 5th Ave options as these will displace many businesses and be more economically harmful to the district.	Catherine Chase
04/27/2022	For years I've been lucky to support the many restaurants and vibrant community in the I.D. and it breaks my heart to see it negatively impacted by development projects that only serve to improve the lives of other neighborhoods. PLEASE, PLEASE, PLEASE do NOT pursue any of the 5th Ave development options. They will have detrimental impacts on the I.D.; a neighborhood which has already dealt with too much in recent years - between a history of construction, xenophobia, hate crimes, and the pandemic, this is a time for compassion, respect and a commitment to listen to the many Seattle families and businesses that call the I.D. home. Thank you!	Kirstin Small

04/27/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down	Steve Banfield
04/27/2022	I oppose the station options as they currently exist. The EIS must include and prioritize plans that minimize disruptions to existing homes, businesses, and cultural hubs.	Gregory Moy
04/27/2022	I deeply support increased access to public transportation in the C-ID. However, I implore you to move forward with the 4th Ave option to have the smallest impact on the neighborhood and the plethora of vital small businesses in the area. These businesses are a vital part of the community and many would not survive if a 5th ave option is chosen. The ID community does not need this extra burden on top of the stresses of the pandemic. Choosing the 4th ave option will have the least detrimental impact on the community while still setting the stage for more efficient public transportation in Seattle. Please proceed on 4th.	marion reader
04/27/2022	I am writing in solidarity with the Wing Luke Museum's evaluation and suggestions in response to the Draft EIS. The Wing Luke recommends Sound Transit undertake additional study by external consultants and to work with additional community partners. I urge Sound Transit to explore more options that will NOT result in displacement within the CID. The CID is a crucial and vulnerable piece of our identity as a city. It is critical that we protect it and the people and institutions that make it.	Allison Ong
04/27/2022	Please please please build the station thing on 4th ave. We cannot afford to disrupt the international district community which has already been ravaged by other city projects like I5 and the king dome. To even consider destroying an area like that with such a big community impact is honestly crazy. I visit and enjoy many businesses along that strip and it would be awful to see them go. The station being built on 4th makes the most sense and will have the least impact on the community. Please stop destroying the international district for the purpose of serving the white people that live in Ballard and west Seattle. Thank you	Quinnan Mack
04/27/2022	The CID extension should go on 4th avenue because the proposed 5th avenue construction would drastically affect the community and small businesses there. This community, its people, and its businesses have already bore the brunt of development without their input to their detriment, and that ends now. This project would interrupt the community and businesses for over a decade, contributing to lower economic activity, poorer quality of life, and air and noise pollution. There is another sound alternative, 4th avenue, that would be less disruptive to the community.	Talia Alongi
04/27/2022	Please do not demolish businesses on the 5th ave, these are businesses that have worked so hard during the pandemic and are part of Seattle’s culture. It would so disappointing to see them having to move because of this installation when it could happen on 4th street.	Natalie Mendez

04/27/2022	For the Delridge Segment, we encourage you to choose the Dakota Street Station Lower Height (DEL-2a) or Delridge Way Station Lower Height (DEL-4). My priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. Impact on this creek should be avoided at all costs. In contrast, the loss of "parkland" on the south side of Genesee is from the West Seattle Golf Course, which has neither environmental nor local community benefit. Indeed, golf courses are of such low environmental value that any mitigation for impacts to the course might actually be a net ecological gain. The discussed impacts on rendering the golf course "less desirable" to play are wildly inconsequential in comparison to effects on a salmonid-bearing stream and are costs that would anyway be borne by the most privileged members of society who can afford to pay exorbitant prices for access to a private (yet subsidized) city park. As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Despite being labeled a Delridge station, the station options are all so far north as to be in the walkshed of only a small fraction of the Delridge community. As a result, usage of this station will be highly dependent on intermodal transit from Central and South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should provide an accessible transfer experience, inclusive of transit riders of all abilities. For similar reasons as stated above, the Andover Street Station options should be excluded entirely -- as it is scarcely in the Delridge neighborhood at all and serves virtually nobody in the community. The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood. We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership. There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. In International District, my priority is simply to avoid any deep bore stations that will be dependent on elevators and lengthen the time to access the station. Thus, the shallow cut-and-cover options should be the priority.	Ben Antonius
04/27/2022	I am submitting my comment in regard to Alternatives Considered for the Ballard Link Extension; specifically the impact of the build on the Chinatown-International District (ES.3.1.2.2; pages 25-29 of the EIS Draft). City infrastructure projects inevitably impact the communities they are built in/around/under. They can disrupt, displace, and even destroy elements and people within a community. I believe in the value of public transit, but I do not support the build options on 5th Avenue. This route would have a more detrimental affect to the CID community (residents, businesses, historical sites). The build options on 4th Avenue skirt the edge of the neighborhood whereas the 5th Avenue build goes straight through. Please move forward with the 4th Avenue build.	amanda mead
04/27/2022	Five to eleven years of construction would be incredibly disruptive to the CID community. People live and work here, and the city has a duty to them. Don't turn this community into a construction site!	Anna Carlson-Ziegler

04/27/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals. Thank you, Stephen Mitchell, MPA, BSN, RN Vice President, Transitional Resources' Board of Directors	Stephen Mitchell
04/27/2022	While I support increased access to public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. Knowing the history of how development through the C-ID has rarely taken the value of the community into consideration, I am asking that we do not repeat history and continue to develop at the cost of communities with rich cultural history, valuable local businesses, and services for those most hardest hit by the current pandemic and historical institutionalized racism. As someone who works in the C-ID and frequents the businesses, I have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Kimberly Yu
04/27/2022	Dear Sound Transit, I am a community member that works, organizes, and enjoys time in the Chinatown International District. It is a historic neighborhood (even listed in National Register of Historic Places) and deserves to be preserved and protected. The WSBLE would have huge impacts on the neighborhood, and short of re-routing the project to another area that is not already disenfranchised and been forced to stomach so many infrastructure projects that have gutted the neighborhood (I-5, Kingdome), I would like to advocate for the less impactful option. I AM IN SUPPORT OF THE 4TH AVE (SHALLOW) OPTION. Please do better in conducting outreach to the community, as this last week was the first I heard about this project, and the comment period ends tomorrow... Seriously, y'all need to do better by the community and just be more intentional about how you collect feedback and implement those recommendations. Chris Liu	Chris Liu

04/27/2022	Please do not build on 5th Avenue.	Johnny Nguyen
04/27/2022	The stores alongside on 5th Ave is the staple of international district. It's our historic status, please do not ruin our culture and removing our gates and install a light rail. Construction n futures light rail service will disturb the peaceful environment we have in the ID. You will be taking out new restaurants that has establish their customer base and residents living in the area. You are taking about revenues to ID and bit by bit taking I'd away. Please do not ruin our historic features and our culture.	Tammie Luc
04/27/2022	I fully support the Wing Luke Museum's position on the future transit station at the Chinatown ID. I hope you will engage all of us who are invested in this project, as transit users and as people who have a very real interest in this future for all of us.	Alan Aoki
04/27/2022	4th ave alternative is the one you must choose for said light-rail expansion. Do not i repeat, do not choose the 5th avenue alternative.	Qristaan Terry
04/27/2022	Please move forward with the 4th Ave location! The 5th Ave location will be way too detrimental to our community in the CID	Bailey Smith
04/27/2022	Please consider exploring other options for construction. The CID has suffered not only the past 2 years of racist attacks & businesses closing during the pandemic, but also has a history of displacement. Ignoring CID community voices only continues this legacy of displacement. The current proposal includes demolition of businesses cherished by many. This is about more than just construction and it being annoying, it's about interrupting the legacy of displacement & ignoring community voices.	Jules Estacio
04/27/2022	The 4th ave. option is a better option then the 5th ave. as it displaces less businesses, employees, and residents. Since the 5th ave option would cut through more of the established CID it would cause more environmental issues through demolition.	Anya Atkins
04/27/2022	DO NOT build the new link rail station in the middle of Chinatown. It would displace so many businesses, many of which have been around for decades, as well as disrupt residents and community members for many, many years. There is already a Link station in the ID, and the other proposed route on 4th avenue would not be nearly as disruptive. The idea that our transit system would disregard the communities they are demolishing is dehumanizing.	Teresa Tsang
04/27/2022	Building transit through 4th Ave would have detrimental impacts on the CID community. Please reconsider moving this transit initiative out of this historic neighborhood.	Cynthia Chiou

04/27/2022	I implore Sound Transit to put riders and increased ridership first. These must be elevated above any concerns for short term construction impacts, cost, or business interests. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Do not eliminate any stations from what voters approved with the ST3 vote back in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines are paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. To future proof our growing system, we must design for expandability in four key locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Ian Deneen
04/27/2022	You got to do a better evaluation works!	Henry PAN

04/27/2022	The new station in the international district should be placed on 4th Avenue. This alternative would result in fewer impacts to businesses and socioeconomic resources in the project area. The community is comprised of a high proportion of minority populations and the 5th Avenue alternative would result in unreasonable impacts to the community and individuals within the project area. The community has experienced a myriad social and economic impacts over the past two years due to the COVID-19 pandemic and rise in anti-Asian sentiment. While the 4th Avenue station would still impact the community, the impacts would be substantially less than those of the 5th Avenue alternative.	James Kralj
04/27/2022	My name is Janet and I wanted to express my preference for alternative CID-1a/1b on 4th ave over CID-2a/2b on 5th ave during the Ballard Link extension in the China-International District Segment. I am a Washington native and have visited many times Chinatown, where I have seen the community flourish. Using alternative 4th ave would displace less businesses, which are mostly minority owned, and destroy landmarks eligible for national registry. Building 5th ave stations seems attractive in it's cheaper costs and after the station is built, surplus land could be developed though Sound Transit's equitable TOD program. However, the decade-long interruption on 5th ave could also wipe out a generation of businesses in the blocks affected. Additionally, construction this close inevitably would drive up living costs for Asian residents and may permanently displace them. Any intentional construction in this area would be in the very least committing gross negligence towards the Asian community. Instead, 4th ave required only a temporary closure of Icon Apartments and Bartell's, which would reopen after foundation and shoring work is completed. Please consider 4th ave CID station over 5th ave. Thank you for reading this message.	Suhjung Janet Lee
04/27/2022	Hi, my name is Josh Hou and I live in Seattle. As an Asian American, much of my community centers around the C-ID neighborhood. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID, many of them long-standing cultural pillars, would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Josh Hou
04/27/2022	I am writing on the Chinatown International District station proposals. Chinatown International District is a Seattle treasure. It is a vibrant community that is diverse, flawed and delicate. It needs our support to maintain its traditions and vitality. The fifth avenue station options would destroy or devastate many more businesses than a fourth avenue station. The 5th Ave options would create a lasting detrimental change to the CID. Seattle claims to support equity, so stand for this BIPOC community and this Seattle neighborhood. Don't repeat the past mistakes of tearing apart a yet another vibrant hub of diversity, lower socio-economic Areas just because they are easier targets. Shame on Seattle. The fourth Avenue option is the ONLY option for equity and for our city's strengths and values.	Courtney Story
04/27/2022	Don't do it on 5th Ave , that will negatively affect a lot of folks and small businesses. Nobody likes 4th Ave anyways	Ivan Chacon
04/27/2022	I am concerned about the impacts to the CID neighborhood overall. The alternatives on 5th Ave are most concerning because of the required demolition of multiple buildings. Small business owners have already been adjusting to the pandemic and are struggling. The 4th Ave options would have fewer disruptions to residents and visitors to the CID. I would like to know what plans are in place to compensate and support businesses and households who are in this area.	Pamela Lim

04/27/2022	I am emailing in regards to the proposed station in the International District. I go down to the International District almost every weekend to sit at Hing Hay Park, buy books at Kinokuniya on, eat at the Dough Zone, and visit my partner's Grandma. I am intimately familiar with the neighborhood and know how disruptive the station on 5th avenue would be to the community. I am commenting to ask that the light rail is placed on 4th avenue instead of 5th. If the light rail was placed on 5th avenue, it would displace ~19-28 small businesses that have worked hard to bounce back from the devastating effects that the COVID-19 pandemic. The years of construction required to place the station there would contribute to noise and air pollution and completely disrupt the communities effected. I am urging you to place the station on 4th to save the international district from more harm. The voices of Seattle have spoken and we care for our international district neighbors. 4th Avenue would be the best option for this route. If it is not placed on 4th, this will have irreversible harm on the community.	Alex Rutherford
04/27/2022	I am commenting on the new proposal for the CID transit center construction. While I believe public transit is important, I believe the city could find a better location that does not displace residents and businesses in the CID. This community has already faced gentrification and infrastructure changes that have split the neighborhood, as well as blowback from recent incidents of Asian hate and racism. I urge you to consider another option that does not harmfully impact this community. The Chinatown International District is one of the few remaining areas of Seattle with cultural significance, let's strive to sustain it.	Paige Witmer
04/27/2022	For a neighborhood that exists due to historically racist policies such as redlining and lack of city services, our neighborhood once again faces an uncertain destiny. Currently, five options have been put forward by Sound Transit for expansion of Chinatown-International District Station: three options place new station entrances on 5th Avenue S, and two place entrances on 4th Avenue S. Options on 5th Avenue will displace many C-ID small businesses and result in the demolition of buildings that currently house Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. No matter the location, station construction will require nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day. Cumulative impacts around the community's ability to stay and thrive remain unaddressed. The economic impact of the pandemic and anti-Asian American sentiment has hit the C-ID neighborhood harder and longer than most. Many of the small businesses that struggle to survive today will be hit even harder. I have determined that evaluations by Sound Transit have ultimately failed to fully address and account for the ways in which the expansion will irreversibly change the neighborhood.	Tiffany Barber
04/27/2022	I support the no build alternative! What was voted on in 2016 does not apply now. We do not need loss of business and housing and building would sadly eliminate so much of the West Seattle area we know and love. No more building of light rail or tunnels in West Seattle.	Tanya Hurst

04/27/2022	Dear Sound Transit, I am writing as a concerned community member regarding the proposed plans to expand the CID station. Upon review of the DEIS for the WSBLE project, I believe that it is critical to take into account the severe impact the expansion will have on residents, small businesses, and the well-being of the CID. I am writing to urge Sound Transit to heed the warnings of community leaders that the proposed plan will harm cultural resources and social cohesiveness in the CID. Due to the direct proximity of the 5th Avenue South alternatives within the CID and along its King Street core, we find the 5th Avenue South alternatives unacceptable and call of the options for refinements to move away from the cultural, economic heartline of the CID. I urge Sound Transit to commit to further exploration of options for refinements to the proposed alternatives beyond what typically occurs from a DEIS to Final EIS that will not result in the displacement within the CID. As a community member and Asian woman of color, I share the lived experience of this neighborhood and resonate with the historic realities that past public policies and actions have excluded community voices from critical public infrastructure projects. Sound Transit has an opportunity and responsibility to center the voices of a community that has been historically excluded and most impacted by historical, institutional racism. Thank you for your time and consideration. Celine	Celine Dorion
04/27/2022	Thanks for reviewing the following: 1. In a perfect world everyone would take the light rail. But although I have a car and can easily get to the light rail, my elderly neighbors do not. And my neighbors with small children need to use a stroller. It is much, much easier for them to take one bus (such as for example, the 522. But it no longer goes downtown - why? it stops at Roosevelt Station now. I'm guessing people with a car will now drive downtown instead of taking a bus to Northgate or Roosevelt, it's way faster) than a bus to the light rail. By removing and shortening bus lines you are making downtown and the rest of Seattle inaccessible to elderly, families with small children, disabled individuals who find it difficult to use public transit. Why punish them? Why not install light rail but continue with bus service? Now people without cars have to take several buses and now their commute time is increased. Why punish them? Buses are great, please continue and reinstall bus service throughout Seattle. Other cities complement their light rail with great bus service. Seattle can do this too. Thanks for your time.	Andrea Bennett
04/27/2022	I suggest that ST select the 4th Avenue Shallow Alternative (CID-1a) as the route that goes through the International District for the following reasons. In addition to having the least projected impacts to the existing businesses in the International District, it will have the best potential for providing a more seamless connection to the Link 1/2 Lines, Sounder, and Amtrak. The more shallow the station can be, the time spent making transfers will be minimized, especially for the surface transit including the streetcar and will make transit even more attractive. It will provide an opportunity to connect King Street Station and the existing downtown tunnel with an underground connection via the new tunnel, and make it a truly intermodal stop. It will also provide an opportunity to rebuild the 4th Avenue Viaduct that meets current seismic standards and improve the pedestrian environment at the street level. As a once in a lifetime investment, I feel that the higher costs and interruption to existing transit services is worth it for the long term benefits.	Howard Wu
04/27/2022	Historically, the Chinatown/International District (CID) has been a haven for United States citizens of Japanese, Chinese, Filipino, Vietnamese, and others. Recently, the incidents of anti-Asian hate crimes has placed further demands on the CID. Sound Transit's plans for the CID are unfair to the people who live and work in the CID. The CID has always been subject to the plans of outsiders who do not consider the residents of the CID. It is time for the burden of Sound Transit's plans to be borne by other communities that have thus far avoided the impacts on their neighborhoods. Please consider plans that do not negatively impact the CID.	Gregory Tuai

04/27/2022	I'll start with four basic observations that inform my more detailed comments below. The entirety of these light rail expansions should be in a tunnel. This is the perhaps the more expensive option, but in the long-run, this will be the best option for the region. A majority of the proposed lines are already in tunnels and perhaps certain parts can be elevated instead (EG Duwamish), but in general, I fully support a tunnel for the entire length of the extensions. Displace noone. While some disruptions are inevitable, this project should strive to displace no homes. This can be achieved primarily by using tunnel options for the entirety of the project. But as is, the number of homes and properties that become unbuildable is too many. Place stations in the most central areas in a neighborhood. This mainly applies to the main stations in both Ballard and West Seattle where they are proposed in places that aren't the center of the neighborhood. Also in South Lake Union. A main principle should be to place stations where the most destinations are. If build in tunnels, stations should be easily built into the public right of way and not require entire buildings to be demolished for the tunnel entrances. This is how subways were built 100 years ago and they work perfectly (and they are still built like this in many other cities). Make transfers easy. Since Westlake and CID are the main transfer points in this proposal, these stations need to be build in a way that connect seamlessly to the existing stations. Without seamless transfers, riders will be forever frustrated and it will turn away riders who don't want to spend the time to transfer. Now some specific comments on the different segments: Downtown. A tunnel is great. That being said, the transfers between the lines need to be as efficient as possible. This means having the new Westlake station and new CID station as close to the existing ones as possible. A one block differences between the existing line and the new one isn't terrible, so either the 4th or 5th Ave options seem good, but only with the shallow option. A deep station will only increase overall travel time, which is less desirable. In South Lake Union, the station being north of Denny Way seems preferable, but why isn't there an option for this station to be on Westlake north of Denny Way?? A station on Mercer and 8th also seems preferable as does the station on Mercer and Queen Anne. So generally, the DT2 option seems better north of Westlake, but at Westlake, the DT-1 option is preferable. The south Interbay segment begs the question why. Obviously, the right of way acquisition is likely the main reason and not the overall utility of the route to anyone who lives near it. In general, I wish the line would turn north on Queen Anne Ave and have a stop in the Queen Anne neighborhood core before then proceeding under the bay to a stop in Fremont, then on to Ballard. This seems far more useful to people who would actually benefit from the light rail than the current proposal through Interbay. This route provides little added benefit. That being said, since the Interbay route is the decided option, it makes little difference which one is chosen. The option on 15th is perhaps a bit more preferable, but again, this should be a tunnel and not elevated. Therefore IBB-2a is by far the preferred option for this route. The current preferred option is the worst of all the options. It places the station further away from the center of the Ballard commercial center and is a bridge. And if the Coast Guard pushes the requirement for this bridge to be even higher than proposed, this will become an even more expensive option than the tunnel will likely be. So, my preferred option (of existing options) is for the IBB-3 stop at Dravus connecting to option IBB-2b. But a station in Ballard at Market and 20th street would make even more sense as this is the center of the neighborhood. If this connected from Fremont, the alignment would be easy to achieve. Additionally, a tunnel (or even bridge) crossing in Fremont would likely be easier since the water crossing is much less. But short of this major change, a tunnel under Salmon Bay makes the most sense, preferably to a station west of 15th Ave. Since the tunnel option is only projected to cost 100-200 million more than the bridge, it doesn't make much sense why this isn't the preferred option. We're already investing billions in the light rail expansion, so lets do it right... 200 million $ more is a small price to pay for a significantly better option. On to SODO and Duwamish Segments: After the station in SODO, elevating this section of track makes sense, particularly as there are no stations. Any of the options seem fine for these segments. Delridge: Why are all the options so tall? In most cities with elevated rail, its a couple stories above the ground... maybe 30 feet. So why is the lowest option putting the station 60 feet above ground? It seems there could be a way to lower this more and perhaps reduce the cost of construction. DEL-3 is my preferred placement of the station, but at a lower height than currently proposed. The light rail station should not be the tallest thing around. If they could achieve this in NYC 100 years ago, we can do it today in Seattle. This would then go into a tunnel to West Seattle Junction. This makes DEL-2a the best option, although perhaps with the station at the placement of option DEL-3. This is of course assuming that a shallow tunnel here has been completely ruled out, which I still think would be preferable. A tunnel option even here would prevent the displacement of several dozen homes and enable this area to densify more and become a more vibrant	Devon McAslan

	commercial hub centered on the station. Displacing noone should be a main goal of this project. And at the very least, minimizing this. Lastly, West Seattle Junction: The best option here is WSJ-3b, with the station at 42nd and Alaska St. Of course, why the station isn't planned for California St is beyond be since this is the main commercial street in the neighborhood. This alignment would also make future extensions down California more attractive. I imagine part of the problem has to do with Sound Transit needing to build stations under property and not under the street as it done in nearly every other city. The public right of way has plenty of space for tunnels under it, and if needed, entrances can be built in the right of way as they are in NYC or any other major city. The way Sound Transit builds makes stations more expensive and take up valuable space that could instead be used for housing. Here I'm thinking particularly of the terrible Capital Hill station placement where the stations take up valuable space instead of being more integrated into the public right of way. In any case, a tunnel option in West Seattle Junction is highly preferred and should be as shallow as possible. And if possible, ST should explore placement of the station on California, not on 42nd Ave.	

04/27/2022	To Whom it May Concern: Sound Transit has tough choices to make. Dusty Strings is a unique business in Seattle that is one of the largest manufacturers of folk harps and hammered dulcimers that are well respected worldwide. They fill a particular niche in the music world. As currently proposed, the only route that would not force Dusty Strings to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare our building and five other buildings, and follow a public street instead. Dusty Strings was founded in Seattle in 1979 and has remained a family-owned and operated local business for the past 43 years. They make globally-recognized musical instruments have been handcrafted in Seattle since the beginning. As manufacturers of high-quality harps and hammered dulcimers, they are a critical member of Seattle's dwindling manufacturing community, which is important to business diversity in an increasingly tech-dominated city. They employ local skilled craftspeople, many of whom have made Dusty Strings their lifelong career. Approximately 60-70 workers would be displaced from this building alone, which houses Dusty Strings as well as four other small businesses. If they are forced to relocate, it could be very difficult to find another space within Seattle that will meet their needs as a unique manufacturer and small business. Their custom-designed building and owner-occupied model have made it possible to stay in Seattle as the costs of operating in Seattle have driven other manufacturers out of the city. Having to move outside of Seattle would certainly mean a major disruption to their instrument-building operations. It could also mean losing 20 to 30 years of instrument building expertise if their longtime employees are forced to leave their chosen careers in order to stay close to their families in Seattle. Dusty Strings has connections with instrument owners around the world, and many of them know of Seattle because that's where their harp was made. Dusty Strings instruments are an important part of the livelihood of local, independent music stores all across the country, as well as in the UK, Europe, Asia, Australia, Canada, and New Zealand. Thank you for considering how this decision will potentially impact this business that supplies highly sought after musical instruments to the world. Thank you for considering their employees and the potential loss of a unique skills that the employees possess. As currently proposed, the only route that would not force them to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare their building and five other buildings, and follow a public street instead. Sincerely, Denise Grupp-Verbon Harpist	Denise Grupp-Verbon
04/27/2022	Please do whatever you can to save Alki Beach Academy from being pulled from our community. Quality childcare is difficult to obtain in West Seattle and up to possibly 275 children will be displaced. This center serves a major need in our Community	Julieann Donohue
04/27/2022	Please consider placing the proposed Chinatown station on 4th Ave. Building the station on 5th Ave would displace small businesses in the Chinatown neighborhood. Thank you.	Rowena Dutton

04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Annika Ittes

04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Sincerely, James Donohue	James Donohue
04/27/2022	CID should not be used for the new transit route. It is a cherished and special part of our city and to destroy it permanently, which is exactly what will happen if you route through there with years of construction and infrastructure changes, would harm not only those who live in the neighborhood but those who patron the establishments both locally and for tourism.	Rehn Aubrey
04/27/2022	I share the concerns expressed by the Wing Luke Museum about the inadequacies of the draft EIS for the West Seattle and Ballard link extensions impact on the Chinatown-International District (CID) light rail station and its surrounding community. The CID is a unique, culturally rich community within the City of Seattle. Its value to the City should not be discounted, as it appears to be. It is primarily composed of small businesses and includes a very cohesive resident neighborhood, as well as frequent shoppers and/or loyal restaurant customers. The draft EIS does not take into account the controversial decisions of the past that have impacted the present and the compounding effect on the CID community's future. Racial equity values require community inclusion in decision making. I believe additional study by an external consultant working with CID community partners is necessary to address the numerous requests for additional information related to historic and archaeological resources and the construction impacts.	Toni Long

04/27/2022	Access to public transportation is vital to the livability of our city during this time of unprecedented growth and expansion but, as history shows, consequences from public infrastructure projects like this have disproportionately burdened communities of color. As the largest transit hub in the city, this neighborhood currently serves as the primary regional gateway into Seattle's downtown core and stadium district. Simultaneously, it also sits at the doorstep of the Chinatown-International District - a vibrant historic neighborhood that is home to multi-generational families, preserved buildings, family-owned businesses, and community organizations that provide vital services to its residents and serves as a cultural destination and place of belonging for many throughout the region. Currently, five options have been put forward by you for expansion of Chinatown-International District Station: three options place new station entrances on 5th Avenue S, and two place entrances on 4th Avenue S. Options on 5th Avenue will displace many C-ID small businesses and result in the demolition of buildings that currently house Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. No matter the location, station construction will require nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day. Cumulative impacts around the community's ability to stay and thrive remain unaddressed. I ask that you look into the best way to expand public transportation and not displace local businesses and community members.	Mandy Kwan
04/27/2022	I am writing to express my strong support for the light-rail options that run along 15th Avenue, and strong opposition to those that would run along 14th Avenue NW. The Ballard Food Bank is an essential service provider for those in need in our community, and the proposed 14th Avenue options would create major obstacles to their ability to serve our community, by reducing access to their brand new facility and hindering ease of delivery for needed food and supplies. Please reconsider 14th Avenue alternatives, and ensure this preventable harm from being inflicted on our community and its members in need. Many thanks, Carol Wallace	Carol Wallace
04/27/2022	Please do not build a new transit station in the CID. Government projects and transit renovations have negatively impacted Chinatown and the Internatioanl District for generations. Do not displace CID residents and community members by going forward with the 4th and 5th Ave renovations.	Nicole Zeller

04/27/2022	The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Hannah Deneen

04/27/2022	Please do not move forward with the 5th avenue location. These small businesses have been through enough. They don't need to be destroyed when there is a legitimate alternative a block away. I am writing in favor of the 4th avenue location.	Denni Stobin
04/27/2022	I fully support the specific recommendations and requests for further exploration in the statement submitted by the Wing Luke Museum, with a particular concern for racial equity in protecting the very fragile community of Chinatown/International District.	Katharine Blackman
04/27/2022	am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Tiffany Jones
04/27/2022	In section 6.2.2.2.1, the EIS evaluates the impact on CID for various station alignments. In my opinion, the board of directors should strive for 4th ave alignment. The 5th ave options are too impactful of the surrounding businesses and would perpetuate the harm caused by infrastructure construction to this historic neighborhood. While the construction of light	Emilia Nobrega
04/27/2022	Please don't plow through the CID for this project. You will force multiple restaurants to close and will cause irreparable harm to an area that should be protected and uplifted from a cultural standpoint.	Chelsea Price

04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Our second child is about to graduate from Alki Beach Academy. And our baby will start soon. The only way my husband and I were able to work full time was because of Alki Beach Academy. They also stayed open during the pandemic through huge efforts on their part for safety and health. This also allowed us to continue working. I don't know of any other daycare in West Seattle that did that. Their location is perfect for us to commute (by bike) to downtown. No other daycare is as perfectly located near the upper and lower bridges. They are uniquely positioned to provide the most reliable and convenient care in this area. Their space is well thought out and special and I would hate to think my daughter would not get to enjoy it. Alki Beach Academy is incredibly important to working families in Seattle! Thank you for protecting this community asset! Eleanor	Eleanor Walstad
04/27/2022	Seeing the plans for the extension, I noticed that it will be going right through the heart of Chinatown International District. Dividing the an already fractured neighborhood will inevitably drive out the already struggling businesses that are fighting to keep the vibrant culture of their people alive in Seattle. It is a cultural hub for Seattle with a ton of public transportation all around. Without the stations there, people can easily walk to the nearest station to connect and walk through CID. CID won't survive a decade of construction.	Annie Trinh
04/27/2022	Please don't build through the ID which will put a lot of strain and destabilize many local small business and peoples living arrangements. Please find an alternative route that will minimize the amount of impacted people and minimize the damage to the community. Thank you,	Nat Weld

04/27/2022	The obvious choice here is 4th avenue. There are no businesses on it, it's already a big high-traffic road. I would be heartbroken to see beloved small shops close because of this station's construction	Morgan Cole
04/27/2022	There's no need to destroy international district. Build the tracks along the i5 or near the stadiums.	Patrick Wang
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of two children at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Cathrin Anderson

04/27/2022	Thank for the opportunity to comment. To begin, my husband and I strongly support the Preferred Alternative Route for the following reasons: 1] A great deal of time and money and expertise were put into developing and concluding the preferred route. People trained in the area of light rail construction and all the sub headings that go with such, came to the conclusion of the preferred route. It seems reasonable to follow these recommendations and not go off in a different direction. The loudest group should not be the decision makers on a project of this magnitude. 2] We voted for Forward Thrust in the sixties. Unfortunately the light rail portion was the the only section that failed. This was an example of the loudest group getting their way, sadly. 3] The alternate route proposal putting stations on Mercer Street would ad to the already existing congestion on Mercer Street. Mercer Street was opened for two way traffic a few years ago. The purpose was to serve as a connector between Highway 5 and Elliott and the commercial area. To add stations on Mercer at the Seattle Center and South Lake Union would only add to an already congested route and sabotage something that took years of planning, research and construction. 4] The alternate route of tunneling under Mercer Street would have both noise and vibration consequences both for the construction and operation of the light rail. There is already a large storm drain that is tunneled under Mercer Street along the same route that the alternate route is being considered. 5] The stations on Elliott on the Preferred Route give needed access to the residents of Magnolia. The alternate route doesn't serve them with as many stations. 6] These are our major reasons for so strongly supporting the Preferred Route. We have been on Queen Anne for 50 years and have seen many changes. Thank you for considering our comments. Fred and LouAnn Freeburg	LouAnn Freeburg
04/27/2022	I've looked through the proposed plan, especially the proposed segments for the C-ID. I'm no expert, didn't completely understand each of the segments, but would just like to chime in to ask that whenever possible you keep the Asian & Pacific Islander community in mind, the businesses there, and the neighborhood as a whole, as you consider each on. If possible, please have the station and construction closer to Seahawk's stadium, or a part of King Street and existing transit elements, on the further south end of things. Please don't disrupt the housing and businesses closer to Uwajimaya.	Jordan Uomoto

04/27/2022	Re: Delridge segment of the West Seattle Link extension To Whom It May Concern: My daughter attends Alki Beach Academy in the Frye Commerce Center at 2414 SW Andover Street in West Seattle; and it has come to my attention that some of Sound Transit's proposed options for the West Seattle Link extension would require the relocation of Alki Beach Academy. I vehemently oppose any option that would require the relocation of Alki Beach Academy. Alki Beach Academy is the only childcare program on the peninsula that may be impacted by the project and is the largest childcare provider in the Delridge corridor. The Delridge corridor is the lowest-income and most racially diverse zip code on the peninsula and includes some of the lowest opportunity areas in the city. Removing Alki Beach Academy from this community would impose a disproportionate impact on an already low-opportunity area. With the childcare shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. Additionally, stations further south on Delridge would provide a more accessible transit system than DEL-5 or DEL-6. Retaining a large childcare provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. Alki Beach Academy serves a large population of this area's children, providing high quality care and education that I have not seen elsewhere, and does it at a cost that is lower than other day care providers. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. I would be happy to answer any questions you may have. You are welcome to call me at work at 206-932-1893 or on my cell phone at 425-501-3826 at any time. I can also be reached via email at kjersti@strouplegal.com. Thank you! Sincerely, Kjersti Stroup	Kjersti Stroup

04/27/2022	Access to public transportation is vital to the livability of our city during this time of unprecedented growth and expansion but, as history shows, consequences from public infrastructure projects like this have disproportionately burdened communities of color. As the largest transit hub in the city, this neighborhood currently serves as the primary regional gateway into Seattle's downtown core and stadium district. Simultaneously, it also sits at the doorstep of the Chinatown-International District - a vibrant historic neighborhood that is home to multi-generational families, preserved buildings, family-owned businesses, and community organizations that provide vital services to its residents and serves as a cultural destination and place of belonging for many throughout the region. Currently, five options have been put forward by you for expansion of Chinatown-International District Station: three options place new station entrances on 5th Avenue S, and two place entrances on 4th Avenue S. Options on 5th Avenue will displace many C-ID small businesses and result in the demolition of buildings that currently house Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. No matter the location, station construction will require nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day. Cumulative impacts around the community's ability to stay and thrive remain unaddressed. I ask that you look into the best way to expand public transportation and not displace local businesses and community members.	Citlalin Munoz
04/27/2022	Please don't move forward with the 5th avenue option!! It will cause major disruptions to one of the historic neighborhoods that makes Seattle wonderful! The 4th ave option will have less negative impacts and closures!	Ariana Ramirez
04/27/2022	Thank for the opportunity to comment. To begin, my husband and I strongly support the Preferred Alternative Route for the following reasons: 1] A great deal of time and money and expertise were put into developing and concluding the preferred route. People trained in the area of light rail construction and all the sub headings that go with such, came to the conclusion of the preferred route. It seems reasonable to follow these recommendations and not go off in a different direction. The loudest group should not be the decision makers on a project of this magnitude. 2] We voted for Forward Thrust in the sixties. Unfortunately the light rail portion was the the only section that failed. This was an example of the loudest group getting their way, sadly. 3] The alternate route proposal putting stations on Mercer Street would ad to the already existing congestion on Mercer Street. Mercer Street was opened for two way traffic a few years ago. The purpose was to serve as a connector between Highway 5 and Elliott and the commercial area. To add stations on Mercer at the Seattle Center and South Lake Union would only add to an already congested route and sabotage something that took years of planning, research and construction. 4] The alternate route of tunneling under Mercer Street would have both noise and vibration consequences both for the construction and operation of the light rail. There is already a large storm drain that is tunneled under Mercer Street along the same route that the alternate route is being considered. 5] The stations on Elliott on the Preferred Route give needed access to the residents of Magnolia. The alternate route doesn't serve them with as many stations. 6] These are our major reasons for so strongly supporting the Preferred Route. We have been on Queen Anne for 50 years and have seen many changes. Thank you for considering our comments. Fred and LouAnn Freeburg	LouAnn Freeburg

04/27/2022	Thank you for all your hard work! I'll try to keep my comments brief and to the point. Overall, I want to see TOD and quick-transfer focus and believe it's important we prioritize those options. Moving south to north: Junction station I prefer studying and continuing forward with the WSJ-5 option, with additional study for an elevated station that could reduce costly property takings. Avalon station I support continuing forward with avalon as a retained cut station. I do not support removing avalon from the study as there is considerable opportunity for TOD and the rezoning of the nearby golf course. I support WSJ-5 and DEL-6 Delridge I support DEL-6 which has a superior transfer opportunity to the many commuters using the station from buses. I also support studying any alternatives that can work with WSJ-5 SODO Station I see SODO as one of three important transfer stations (along with Westlake and ID/C). Prioritizing a quick and easy transfer experience is paramount. I support the mixed profile station and studying how to avoid the costly post office from needing acquisition. I also like that the mixed profile keeps the SODO busway open and allows SODO Station to be a highly useful transfer station. ID/C ID/C will be an important station for transfers from Bellevue headed towards SeaTac, and SeaTac headed towards Bellevue. Long transfers are unacceptable. The ID/C has held the short end of the stick for many generations with regards to construction impacts from megaprojects. However, the need of a one hundred plus year investment necessitate that we make this vital transfer location quick and easy for riders. I support CID-2a, but with tracks swapped so that the two southbound platforms are closer to one another. I also support additional study for a 4th Ave option if and only if it can be made as shallow as the current trains (and have southbound trains aligned as closely as possible to one another). I love the idea of a community space in the old Union Station. Midtown I prefer options that are as shallow as possible, placed on 5th Ave. The depth of the station will encourage elevator use, which should be redundant and plentiful. Westlake The platform should prioritize easy and quick transfers between the two lines, which will also bring the station closer to the surface and make access quicker. Preferred options are simply too deep right now. Since the station will 'X' the existing station, transfers should be pretty easy in either direction. I support 5th Ave alignment. Denny I prefer studying DT-1 with potential streetcar mitigation. If the impact to the streetcar cannot be mitigated, I still support moving forward with a cut and cover option alobe Westlake Ave. SLU This station does not have great options due to highway 99. I prefer Harrison for better bus integration, but would like to see the agency study a centralized SLU station closer to Westlake Ave or 9th Ave and Republican. Shifting the station east of 99 improves ridership. Seattle Center The republican Street station is clearly the best for accessing Seattle Center and the stadium. I support moving forward with mitigation for the street's performing arts groups as possible. Smith Cove I do not support the Prospect stations as they are too far south and too close to the greenbelt. I support the northern SIB-1 Alignment which brings the station closer to potentially redevelopable land in Interbay, and could get ridership from the ship terminals. Ballard and Interbay I value a westerly aligned Ballard station with tunnel as the best option to move forward. 15th Ave W is a MAJOR impediment to walking, biking and rolling. A 15th and Market Station would suffer from a very undesirable streets cape, and not serve Ballard core. As the tunnel options have improved in viability, I urge the agency to study a station sited on 20th or 17th Aves. Such a station would allow for a potential East	Bryce Kolton

	Ballard station in future expansions. Interbay station is less important than getting Ballard right. Thank you!!	

04/27/2022	To Sound Transit and the Board of Directors, I am a West Seattle resident and member of the Sound Transit Community Advisory Group (CAG). My family and I have lived in the Avalon neighborhood for 18 years. For the past several years, I have been working with others in my area to coalesce residents within our neighborhood and between neighborhoods in West Seattle in order to take a global--versus "NIMBY"—approach to advocate for a design of ST3 that best serves all of West Seattle, factoring in environmental impacts, aesthetics, cost, rider experience, neighborhood experience, the values promoted in the Racial Equity Toolkit, and ideal station design including TOD. I strongly advise the board to select a long tunnel alignment with a portal beginning east of Avalon. This is the single best option for the future of West Seattle. West Seattle is not alone in prioritizing and advocating for light rail to be tunneled as has seen historically from other neighborhoods in Seattle through the evolution in West Seattle so I'm sure this priority come as no surprise to Sound Transit Staff or the Board. In all conversations, the primary opposing factor seems to be cost. Given that the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound, I urge the Board to not make decisions fueled by cost-savings (that can be mitigated in other ways with levers like delaying the project) resulting in an inferior design choice. This project is too big and has too long-lasting impacts to deliver a sub standard product. Please do it right versus cheap. As part of the DEIS process, I would like Sound Transit to respond to the following: Ensuring they are getting feedback from the community of riders from South Delridge, White Center and Burien. While Sound Transit staff does report on their outreach efforts (e.g. they attended so many farmers markets or passed out fliers, etc.) there still is a significant dearth of input from the ridership community in the southern areas who will be likely be required to utilize the Delridge station once the line to Ballard is complete. These southern communities have a greater percentage of BIPOC residents than are in the northern geographical areas of West Seattle. It is concerning they have no representative voice on the CAG nor has Sound Transit seemed to connect with these residents in a robust fashion in other ways. Their voice is critical and it's disappointing, especially with all of the focus on the Racial Equity Toolkit that at this late in the process, this has to be called out in a DEIS response letter. Differentiate between North Delridge/Youngstown input versus South Delridge participant input (if/when finally obtained) when reported by Sound Transit in their communications and presentations. For those not familiar with the area, it is critical to understand that there may be differences between the make up of the two residential populations and interests. Both are important to have voice but one should not be considered representative of the other. Score and present the proposed designs of the Delridge Station options based upon the ideals set forth for "ideal" station design, rider experience especially as related to bus transfer, quantity and quality of TOD, and within the lens of the Racial Equity Toolkit. Ensuring voice and opportunity for advocacy is balanced among groups and geographical areas (e.g. are environmental groups getting equal access, information, and elevation as the Port and Golf Course advocates are.) As part of the Cost Savings Process: I encourage Sound Transit and the Board to consider permanently postponing the Avalon Station to allow for overall better design for West Seattle (e.g. Long Tunnel). If West Seattle gives up a station, they should receive a "win" for the design refinement. I encourage Sound Transit to be EXTREMELY clear in all presentations what is a cost savings and what is a design refinement and not to combine those within presentations to the public or to the board. If they are suggesting a design refinement, they need to be clear what the design flaw is they are trying to correct, the correction, and the implication of that correction on displacements in other areas, etc. I do not support additional money spent on trying to correct design flaws of the Andover station (Del 5 and 6) given that I believe it has insurmountable design challenges resulting in its far north location and that it is situated so close to a steel mill. It does not meet the Racial Equity Toolkit's values, does not afford quality TOD, nor is it integrated with the rest of Youngstown, near the Community Center and the stairs leading to Pigeon Point. Regards, M Miller 4051 32nd Ave SW Avalon Neighborhood	M Miller

04/27/2022	The West Seattle Ballard Link Expansion (WSBLE) DEIS does not adequately encompass the historical realities of past public policies and actions in the Chinatown-International District, and the impact of those actions on the everyday experiences of the CID community and its survival. The DEIS relies on flawed data and definitions for what makes a historically significant place and does not adequately consider the threats to the CID's survival, especially given the recent events of the COVID-19 pandemic. The proposed 5th Avenue station and the construction to complete it will disrupt life in the neighborhoods for many residents and longtime businesses that are essential to the vitality of the CID. In the past, large-scale public works projects such as freeway construction displaced communities of color, and the harm that those projects causes continues to ripple through our society. To move forward and actually work to address institutional racism, we must consider this history and the truth that systemic racism continues to harm communities of color like the CID. As a concerned resident of Seattle, I urge Sound Transit to consider the perspectives and deep knowledge of longtime CID organizations like the Wing Luke Museum. I would like to echo and amplify their call for further study and community involvement to ensure that Sound Transit's plan for the WSBLE does not irreparably harm the CID community. Thank you for taking the time to consider my perspective.	Reed Adam
04/27/2022	My strong recommendation - and support - goes for a tunnel to connect with a new station in Ballard. Opting for the tunnel provides for a better connection between Interbay and Ballard. A bridge to replace the existing drawbridge makes traffic and development of a community problematic. Further, replacing the exiting drawbridge with a new one will only increase traggic congestion. A high bridge is NOT acceptable. It will destroy more residential housing unit than are listed in the Environmental Study. Further contructing a high bridge will create unsustainable noise and pollution for neighboring communities on 14th Avenue West.	Gail Dykstra
04/27/2022	I have read the draft EIS as well as the Wing Luke Museum's response to the EIS. I support the WLM's assertions that more research and exploration of options needs to be done before recommending a path forward. The CID and greater AAPI community have already lost so much in the name of "progress" that it behooves ST to ensure any future changes affect the community as little as possible.	Jennifer Ward
04/27/2022	Dear Sound Transit, I am writing regarding the West Seattle and Ballard Link Extensions (WSBLE). I am the daughter of a Filipino immigrant, the descendent of Japanese Americans who were incarcerated during WWII, and a member of Seattle's Japanese American Citizens League. The Chinatown International District is the treasured home of my community--I urge you to further explore how the WSBLE threatens the survival of all that we as Asians and Asian Americans hold dear. Accessible public transit is critical to making Seattle more livable and more equitable; however, Seattle's rapid growth often unintentionally comes at the expense of communities of color. I am joining my friends and community members at Wing Luke Museum in calling you to further refine the Draft Environmental Impact Statement and seek a solution that minimizes harm and does not result in the displacement of our people. I urge your team to carefully read the letter drafted by Wing Luke prior to moving forward. Wing-Luke-Museum_response-to-WSBLE-DEIS_2022-04-26.pdf. Thank you	Gabrielle Nomura Gainor

04/27/2022	Hi, Please do not tear down any buildings in the CID to build a station on 5th Ave. It is important to preserve the character of the CID. Also, it doesn't seem correct in 2022 to tear down buildings in a historically underserved and poorer neighborhood. Please build the new station on 4th under the existing buildings. Thank you. Matt	Matt Kirby
04/27/2022	Due to the impact of construction on the CID, I would like to give support to the 4th street option on the link/transit extension (either option), as 5th and 6th would adversely impact too many businesses for too long. I spend a lot of time in the CID and do not wish for the areas in this vicinity to be closed for construction for this long! The 4th street option displaces much fewer businesses and I'm very concerned we'll lose the heart of the area permanently if the construction goes on 5th or 6th for this long. Thank you.	Melody Gonzalez
04/27/2022	For the station slated for the International District, please consider going with one of the 4th Avenue options. As listed in Table ES-5, displacing 18 to 27 businesses will do irrevocable harm to a community already greatly financially impacted by the pandemic. Additionally, for the Seattle Center Station please consider option D-2 , which wouldn't permanently impact cultural institutions on Seattle Center's campus like KEXP and Vera Project. These non profits worked very hard to secure those spaces and may not be able to secure funding necessary to move again should a station be built in their place. Buying out the parking lot on Warren and Mercer for a station would be a much simpler alternative for the city.	Brady Harvey
04/27/2022	As the former First Mayor of the newly incorporated Sustainable City of Burien (1992-1998), I was an elected member of both PSRC and the King County Transportation Committee that established a Vision and Planning for the Regional Public Transport System including the future Sound Transit. Thus, I am familiar with the remarkable transit development occurring in our region. As a long-time resident of Burien (since 1967), I am looking forward to the next phase of Sound Transit extension to Burien from West Seattle within 5 years. The DRAFT EIS for this project appears to meet the Federal Guidelines as well as Local and Regional Environmental Impacts requirements. However, I feel strongly that ADDITIONAL focus is required to Expand the Impacts of Global Climate Change and Local/Regional priority concerns of people with Socio/Economic/Cultural Diversity Impacts vis-a-vis Poor and Disadvantaged 3. Every effort must be made by the Sound Transit to honor and value the Local/Regional Transit/Environmental/Public Transportation/Public Health/Public Safety Plans/Regulations/Laws/Ordinances with the Draft EIS Finally, I would be honored to be part of the next phase of Sound Transit Development impacting Burien, as a Former Mayor and current Citizen. Please contact me by Phone (206-243-2102 (home)/206-920-4851 (cell) or by E:Mail (arunjhaverihome@q.com). I look forward to hearing from you soon. Thanks. Dr. Arun Jhaveri, Burien, Washington/USA	DR. ARUN JHAVERI

04/27/2022	To Whom It May Concern: My daughter attends Alki Beach Academy in the Frye Commerce Center at 2414 SW Andover Street in West Seattle. I have learned that some of Sound Transit's proposed options for the West Seattle Link extension would require the relocation of Alki Beach Academy, which I vehemently oppose! Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor is also the lowest-income and most racially diverse zip code on the peninsula and includes some of the lowest opportunity areas in the area. Removing Alki Beach Academy from this community would impose a disproportionate impact on an already low-opportunity area. Child care is already in short supply and has only been worsened by the pandemic. We should not be displacing programs that provide the type of high-quality early learning opportunities our children desperately need! Additionally, stations further south on Delridge would provide a more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. This is especially true for high-quality early learning services that help our young children develop the social and academic skills for future success. Alki Beach Academy serves a large population of this area's children and provides high quality care and education that I have not seen elsewhere. It also does it at a cost that is lower than other day care providers. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. I would be happy to answer any questions you may have. You may contact me on my cell phone at 509-630-0925 or email at scott.stroup@gmail.com. Thank you! Sincerely, Scott Stroup	Scott Stroup

04/27/2022	It has come to my attention that the upcoming transit changes may impact a critical part of the West Seattle community, Alki Beach Academy. We have two children at ABA and would be unable to function as a family without their tremendous help. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	James Newell
04/27/2022	The station location on 4th ave is the better choice, it displaces less small business and is a more centralized because it’s closer to the pioneer square community. The affect on the Seattle international district will be a negative for the community if placed on 5th ave.	Brian Walker
04/27/2022	Seattle's Chinatown-International District is a unique and special part of Seattle's history. This multiyear construction project will cause major disruption to businesses and residents, with the 5th avenue plans displacing and disrupting more. The 4th avenue plans are preferable. I think it is worth giving more attention to the impact of this project on the community and more fully explore support that businesses and residents will need in order to survive this project. This is especially true given the historical disruption to the C-ID for large scale projects and the recent anti-Asian sentiment and pandemic challenges businesses have faced. It will be wonderful to have this transit expansion, and it is vital that the neighborhoods hosting new transit sites and traffic are well preserved and cared for.	Ashley Look
04/27/2022	After reading the Draft EIS, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy as it is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle. Additionally, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Thank you for your consideration. -Roxanne	Roxanne Murdock

04/27/2022	Of the two choices for the station in the International district I would support the 4th ave station. Some of this is to that neighborhood already was majorly split when I-5 went in and had disastrous repercussions at the time. But also that neighborhood was especially hard hit during the pandemic and many of the businesses and people cannot afford to move. I am saying this as someone who usually commutes on 4th and know it will throw a huge wrench in my way coming from rainier beach. For something this disruptive i think seattle should listen to the people who live in that neighborhood and most of what I'm hearing online from people on that community is That 4th ave is the least disruptive and displacing of a under served neighborhood. We can't say as a city that we know we screwed certain areas in the past and then continue doing the things that keep doing the things we literally just acknowledged we did.	Victoria Franklin
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Alki Beach Academy is an extraordinary child care program that my child has thrived at. They are a much needed and much beloved part of the West Seattle community. Please do not force them to relocate.	Juliana Winters
04/27/2022	4th Ave south is the only one that should be built. Any other route will cause drastic changes for the small/local business in the area.	Annie M

04/27/2022	To whom it may concern, As an incoming student of urban planning and a lover of Seattle and its uniquely varied urban landscape, I wanted to submit my support for alternative options on 4th street for the ID/Chinatown station project. Given the recent impacts of the pandemic, racism/xenophobia, and rising gentrification/cost of living, the established community in the CID is in no place to accept the burden of the 18-27 business displacements resulting from options CID-2a, 2a Diagonal Station, and 2b. With a history marked by the destructive force of the Interstate 5 project, care must be taken to promote public trust in new, desperately needed public transit projects. An approach which creates minimal displacement within the social/business fabric of the CID will demonstrate not only Sound Transit's dedication to sustainable regional connection, but also it's respect of the communities it serves.	Kyle Thiessen
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. ? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). ? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). ? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count). ? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this	Paul Winters

	community would impose a disproportionate impact on these communities.	
04/27/2022	West Seattle - I think it would be ideal to keep the loading/unloading platforms from encroaching too closely into the neighborhood residential zones. Keeping the stations on main arterials like Delridge, Fauntleroy Way, SW Alaska St, Avalon etc makes sense to me. It appears a few of the Junction options may terminate very closely or into some neighborhood residential zones.	Ryan Reese
04/27/2022	This structure implementation is unethically located. This will only negatively impact residents, communities, businesses and more. This will block access to essential streets for local residents for up to 11 years, demolish successful businesses for no reason, and provide extremely harmful environmental effects. Stop this project.	Benjamin Messing
04/27/2022	The Link Light rail station on 5th Ave in International District would displace many local small businesses in an area that has already been heavily impacted by racism and xenophobia. It would be unsustainable to disrupt the businesses in International District for the length of time which building the stations on 5th would require.	Erin Kwan
04/27/2022	The impact to the surrounding business and communities would be detrimental.	My La

04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. As someone who frequents the businesses, I have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Janey Salcedo
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. As someone who grew up nearby and frequents the businesses, have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Caily Bjorn
04/27/2022	I am not supportive of any elevated sections in Ballard. In either case of running along 15th Ave or 14th Ave, the section north of the cut should be below ground. Any elevated section will be an eyesore and decrease property values.	Stephen Jensen
04/27/2022	Please choose the the 4th Ave option, as it clearly has the least detrimental impact on the C-ID neighborhood. Increased access of public transportation is great, and aids in access for those who work, live and patron the C-ID. But I ask you to choose the 4th Ave option, which has the smallest impact on the neighborhood, its businesses and its residents. The pandemic has devastated the C-ID and lead to an increase in property and hate crime. The 5th Ave option will further disrupt many of the C-ID businesses struggling to survive COVID. Additionally, the people living in the C-ID would face much less impact from construction if the 4th ave option is chosen. Please hear us and choose the 4th ave option.	Maggie Holland
04/27/2022	Support for selecting 6th Mercer / DT-2 and the Prospect Street Station / Central Interbay SIB-3 segments. High concern that the 5th/Harrison DT-1 route displaces a high number of residences and disturbs the art facilities both after and during construction, these facilities are important community artifacts and have suffered enough during the rebuild of climate pledge arena. Meanwhile, according to table 6-6 and 6-7, the 6th/Mercer option displaces lower number of residences and keeps the train running underground. 5th/Harrison DT will close Republican for 5 years which is currently a quiet residential street that is neighborly, walkable, and direct access to the waterfront walking bridge. By car it currently provides quick and quiet access to the lower queen anne area. Additionally, the closure of the street will prevent entrance to parking garages of the Luxe Condominiums and two apartment buildings, and two single family homes, that is not acknowledged in the impact listed in table 6-6, not to mention the complete lost of street parking for other residences who currently rely on that as their building do not have parking garages.	Daphne Liang

04/27/2022	I am a resident of the 2200 Westlake complex and will confine my comments to the two proposals for the Ballard line. The "preferred" station at Westlake & Denny strikes me as incredibly disruptive to the urban environment, while the "alternative" station on Terry should receive positive consideration instead. Terry needs to be a pedestrian corridor, and a light rail station at Terry & John would contribute to that goal. Construction of the Terry St. station would be far less disruptive to pedestrian, automobile, bus, and streetcar traffic than closures of Denny (the principal east-west corridor in downtown Seattle) and Westlake (the principal north-south connection from downtown to points north). A new station on Terry would encourage further development of one of the neighborhood's least used streets, whereas Denny and Westlake are both close to capacity.	Ronald Holden
04/27/2022	Hi there, As a resident, I'm very worried about the impact on CID businesses and tenants as a result of the expansion of the light rail. I love the light rail and use it often but it's current station pathways in the ID feel sufficient to me without the addition of increased strain, loss of revenue, and hardship for an area of the city that has already (and continues) to experience so much. Thank you.	Daniel Tam-Claiborne
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Landry Christofferson

04/27/2022	In regards to section 3.1.22 and the route options for the segment crossing through International District, it clearly seems that the CID 2 pathways would be far too damaging to the traffic and economy of the International District to be considered. This is a project that will involve a heavy degree of construction and will take years to complete. Pushing the pathway along fifth avenue, as proposed by CID 2, and along an arterial vein of this community would have implications on the businesses, the residents, and the cultural identity of CID. I do not believe that our transit needs to come at such great cost to AAPI communities and business, which have already historically and presently faced harm from Seattle through xenophobia and hate crimes that effected the area both socially and economically. This cannot be overlooked in determining how local government and government agencies interact with the CID, including in shaping the physical traits of the CID through transit and roadwork. The CID 1 alternative along 4th avenue is the least harmful route to the surrounding community.	Olivia Zimmerman
04/27/2022	The 5th Ave corridor in ID that is being proposed is incredibly disruptive to the ID. While public transportation is incredibly important and I think that Seattle should absolutely expand our capacity, it is completely unfair to put such an undue burden on this part of the city. When gentrification is already pushing out original residents and other residents of color throughout the Southside of Seattle it seems unwise to continue the pattern. I hope that Sound Transit can find a less intrusive option and/or fund ways for these vital community spaces to continue where they are at.	Melissa Blue
04/27/2022	I am profoundly concerned that aspects of this planned light rail extension could have a very destructive impact on Seattle's Chinatown-International District. I believe the plan does not fully address the potential impact to the community in this neighborhood and that long-term street closures have the potential to destroy businesses and displace vulnerable elders. I strongly urge you to take action that will preserve the community and the vibrant business environment in Seattle's Chinatown.	Ramon Arjona
04/27/2022	I'm writing in to share my concerns on building on 5th avenue. It will disrupt many local owned businesses and potentially cause them to go out of business. Please consider a different alternative to building on 5th.	Jessica dela Cruz
04/27/2022	Please avoid any building in the International District. We should be preserving this historic and important community not bifurcating it for transit. Please find an alternative.	Jemma Hovance

04/27/2022	I have attached some of the documentation for my additions and clarifications to Historic Context in order to give a more complete picture of Chinatown and CID history. I am working on the revisions and hope to get it in by the deadline but wanted you to have the documentation for the name; I don't have time to learn how ST does citations for source material. It will look very familiar to Leda and Brien and may be new to the rest of you. I will cite other documentation and people who are interested can just look them up online or get them from City Archives or DAHP like I did. I am citing documents the City Archives provided me that were in the International Center folder they have. It's important because of community pushback led by Ruby Mar Chow on the renaming. Another set of documents, provided by DAHP, show Ruby Chow's role and that of Chong Wa president Ted Pang in getting the Chinatown Historic District designation changed from the nomination name of King Street Historic District. That's why I interviewed Larry Kreisman during the pandemic. His task as he related it to me, was to fill out the historic district nomination form (he was working for Seattle HistoricPreservation I think) and list the historic assets, not to provide a definitive history of the area. He depended on a few folks to tell him what the history was and that's what he wrote. Therefore I will reduce the number of quotes from him in favor of primary sources from the City Archives, the recorded memoirs of Ruby Chow, and the Mar Family Remembrance by her older brother, William Mar. Also news articles from The Seattle Times and Seattle PI in 1951 to demonstrate the common understanding of the time that Mayor Devin's International Center proclamation was simply an attempt to get rid of Chinatown through re-naming. Then there's Paul de Barros book Jackson Street After Hours to provide background on why the Mayor tried to rename Chinatown and finally, the Mar Family Remembrance notebook created and written by William Mar, who was born on San Juan Dock 1918, like his younger sister Ruby 1920. Below documentation has to do with the history of the district name and why I deleted all references to International District. There is no such place as an International District! The entire district name is Chinatown International District, according to City Ordinance 119297 (1999), or the CID; or Chinatown ID, but never just ID. The boundaries of the CID are from 4th Ave. S. to Rainier Ave. S. and from Yesler Way to Charles and Dearborn Streets (Chinatown International District Urban Village Master Plan, 1998; Chinatown International District Strategic Plan, 1998). Within the CID are the three neighborhoods of Chinatown, Japantown and Little Saigon. Chinatown is roughly south of Jackson; Japantown is roughly north of Jackson and Little Saigon is largely east of I-5. Also within the CID is the Seattle Chinatown Historic District, as listed on the National Register of Historic Places (1986). For your information, a portion of Japantown opted to be included in the Chinatown Historic District. The name Chinatown International District came about as the result of a compromise, and as such, no one in Chinatown, Japantown or Little Saigon (CJLS) likes it; but that's the nature of a compromise. We want our own neighborhood names to be used for historic, cultural, heritage and marketing reasons. The problem with the "international" label is that it marks us as forever foreign and contributes to the anti-Asian hate crimes climate. As one community member asked, "When do we get to be American?" We prefer our own neighborhood names be used, as they are now time honored parts of the American fabric. The City of Seattle is moving in the right direction. City staff met with representatives of CJLS to get our input on the Jackson St. Streetcar project. As a result, our neighborhood names of Chinatown, Japantown, and Little Saigon each appears on one of the three streetcar station stops on Jackson, complete with maps and appropriate language signage for each. One of the streetcars, the most colorful one, prominently features Chinatown, Japantown, and Little Saigon. In addition, the city later installed Chinese and Japanese language translations underneath the English names of neighborhood street signs. Little Saigon at first declined, but later changed its mind when it realized the importance of neighborhood branding through signage for tourism and marketing purposes. Neighborhood businesses and community organizations are already under pressure of rising crime, displacement, homogenization, Asian hate crimes and all the challenges development entails and need all the help possible in use of our neighborhood names to get away from being labeled "international" when we are Americans. I have attached the relevant documents for you to examine. Please feel free to share the documents with your colleagues so that everyone can use the correct name of our district and the names of our three neighborhoods within the larger district. My colleague Brien Chow is on the cc. He is chairperson of the Chong Wa Benevolent Assn. Outreach Committee, of which I am a member. We are happy to meet with you and others to answer questions or discuss the history of above further.	Brien Chow,Betty Lau

04/27/2022	Please put the new C-ID light rail extension along 4th avenue instead of on 5th. Putting it on 4th will impact far fewer businesses and workers and people in the community, and it will be seen as a show of respect and solidarity with the local community that has long been negatively impacted, ignored, and pushed aside for the sake of land development. This city doesn't need more bad press or implications of participation in systemic racism.	Nathaniel Iven-Diemer
04/27/2022	General: Prioritize shallow stations when tunneling to improve passenger experience. These stations are an investment in the future of our city, and ridership will be linked to how enjoyable, clear, safe, and easy passengers find it to ride transit. Override this strategy only if community engagement determines that the deep underground options are absolutely necessary to preserve key community functions. Eliminate options greater than 120' deep. Elevator only options should not be considered unless all shallower options are technically infeasible or are determined by community engagement to be infeasible for the community due to displacements. Community engagement should be prioritized for feedback in areas that have been historically underrepresented in infrastructure projects. Key areas for community engagement include the CID and Delridge, among others. Provide plazas sized to accommodate crowds in areas with major event centers. Integrate bus access directly adjacent to the station with awnings. Show depth of each underground station alternative within future comparisons to allow clear comparison between the rider experience in each option. Ballard: Prioritize underground/tunnel options (IBB-2a and IBB-2b) rather than raised guideway options in order to allow Ballard retail to thrive and new housing opportunities to remain appealing. An elevated guideway will limit the long term viability of the neighborhood as a safe, livable emerging density center. CID: Prioritize local community in TOD opportunities through priority programs. Prioritize community businesses in retail TOD opportunities. SODO: Coordinate with the City to make a shallow option plausible. The pedestrian experience requires escalators, and an elevator only station would be a mistake in an area that serves the high pedestrian volumes that stadiums produce. Realize the full potential of Union Station through easy connections to Union Station and programming of the station. Prioritize community businesses and active uses. West Seattle: Continue to pursue tunnel options and to seek ways to avoid displacements through minor alignment shifts. Prioritize options that could continue south in the future. Continue study of options WSJ-3a and WSJ-3b. to minimize displacements. Consider WSJ-3b as a potential preferred alternative due to tunneling and avoidance of Seattle Housing Authority residences. Clarify depths of WSJ-3a and WSJ-3b in documentation. Midtown/Westlake/SLU/Denny: Pursue joint development opportunities to integrate into the fabric of downtown without limiting development potential and activity near stations. Prioritize shallow stations anywhere possible. Seek engineering solutions that allow shallower stations. Prioritize the pedestrian experience and clear wayfinding opportunities.	Molly Spetalnick

	Displacements: Sound Transit currently provides displacement mitigation support for owners and renters with some support for displaced business owners. Make displacement mitigation more robust for businesses in a manner that acknowledges workers who do not own the businesses. Study whether past displacement mitigation has actually allowed businesses to remain in their communities/neighborhoods and if it has allowed them to maintain continuous employment for staff. If not, provide greater support to displaced businesses in partnership with the City.	
04/27/2022	The current line ends at Market St. This leaves people living from NW 60th St and north requiring a bus or auto connection to make the train. People living north of Holeman and Mary will have a choice of a bus or car to either the Northgate Station or the Market St station. Human nature being what it is, people will invariably choose to drive to Northgate where there is parking. If the above assumptions are correct, it would be a better use of money to find the least expensive way to construct to Market St and used the dollars saved on tunnels and rail diversions to continue construction with an overhead track up 15th to 85th.	Anthony Puglisi

04/27/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 aces of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 5) The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year 6) There would be no risk of golf balls hitting the trains 7) The Parks Department supports the Yancy alternatives 8) This is the only golf course that serves the West Seattle community 9) Longfellow Creek would have no risk of damage to the fish or the creek 10) The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Harjot Grewal
04/27/2022	While I agree that it is important to add a connector for Ballard & West Seattle, I do not believe that having this connector in the center of CID (especially at the selected locations) is in the best interest of the city, residents, and businessowners. The current intended location of the CID Segment would displace residents and businessowners who have already been marginalized by previous incidences such as anti-Asian rhetoric amplified by the COVID-19 pandemic and redlining. While I appreciate that you have already considered this displacement through direct means (i.e. how persons would be displaced through the removal of or reduction of buildings), I believe indirect displacement as a result of the construction has not been taken into account sufficiently. Construction in designated CID areas has drastic implications for traffic to businesses and residences in CID with the likely potential of rendering undue financial harms with the power to displace persons in the years of construction outlined in the current plan. While an increase in public transportation has the ability to provide benefits, the risk associated with adding this type of transportation in the outlined locations outweighs the long-term benefits, especially when other solutions and other locations for this proposed transportation link are possible. Even if options 1a or 1b are taken, financial damages to the area due to transportation impacts have the potential to displace significantly greater businesses, employees, and residents than assumed in the document. It is frankly unacceptable to place this burden on CID's Section of the plan when alternatives could be developed.	Alexandra Mielcarek

04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Haley Smith

04/27/2022	I've been following the progress of the West Seattle Link Extension with great interest and I'd like to provide some comments for your consideration. My interest is primarily in route into and through the North Delridge neighborhood where I reside. I live at 4847 26th Avenue SW which is located on the fourth fairway of the West Seattle Golf Course. Besides playing golf, I've also been very involved in the City of Seattle's neighborhood planning activities since the early 1990's. Additionally, I was the community project manager for the design and development of the Greg Davis Park located at 26th Avenue SW and SW Brandon Street; this park project was initiated based on Mr. Davis' creation of the Longfellow Creek Watershed Action plan. I have a keen interest in the route location from an equity, golfer, Parks advocate, and transportation perspective. Given my interests, the potential costs, and impacts to the immediate neighborhood (loss of real property and parks land), I suggest that either of the Andover Street Station alternatives be given priority over your preferred routes. I make this recommendation based on the following points: The overall budget for the Yancy/Avalon routes are as affordable as some of the other routes with less disruption/displacement to private property. There is no impact to any Park-owned property, in particular the West Seattle Golf Course. The Genesee routes, by permanently eliminating parks property, violates City of Seattle ordinances that park property cannot be used for purposes other than what it was intended. The Parks Department supports alternatives to the Genesee routes. From an Avalon/Yancy route perspective, there would be no risk of golf balls hitting the moving trains. From an environmental perspective, there is little to no impact to Longfellow Creek from the Avalon/Yancy routes in comparison to the Genesee routes since the creek is essentially diverted into a pipe at SW Andover. This can't be said for the Genesee options where construction would occur immediately on top of Longfellow Creek. Any mature trees either inside the golf course boundary and along the Genesee right-of-way would be spared if the Avalon/Yancy options were selected. Thank you for listening and I look forward to hearing more in the coming months.	Michael Little
04/27/2022	Please build the transit route on 4th ave instead of 5th ave. As a local, I heavily value the businesses that would be negatively affected by a route being built on 5th ave. It would be a shame to lose so many local small businesses, especially after already losing many from the pandemic. Please consider preserving small businesses while also working to improve our city’s transportation needs. Thank you.	Ariel Rivera
04/27/2022	Please don’t build the link station in the international district. It home to so much history and culture and building this will destroy that, not to mention that people’s livelihoods will be disrupted. Seattle is always about being diverse and inclusive, don’t destroy a diverse Asian hub.	Aisha Misbah

04/27/2022	I am an urban planner and Little Saigon/Chinatown-ID community member who has been working in the neighborhood for seven years. The DEIS does not thoroughly analyze the historic and cultural impacts and consequences that the WSBLE would have on the CID. The neighborhood has long been the battle ground for public infrastructure projects. As a result, the CID has suffered significant consequences including loss of homes, businesses, institutions, as well as less tangible losses like social connections and community stability. The impacts of an alignment on 5th Ave S would be no different, with the exception that Sound Transit should know better by now simply because of the lessons history has taught us. The CID cannot continue to be de-stabilized over and over with the expectation that it can miraculously bounce back. The CID cannot continue to bounce back once everything has been extracted. ST is treating the loss of culturally significant businesses, institutions, and communities simply as the cost of doing business. This is more than the cost of doing business. This is risking the decimation and end of a significant part of the CID as we know it. Places and communities cannot organically grow back like they once used to given the extreme lack of affordability we see in Seattle. These businesses will never return and the communities and families that rely on them will likely cease to return over time. ST has a moral obligation to listen to community and thoroughly analyze the consequences of their choices and seriously consider the benefits of putting cultural preservation and communities of color first. The alignment with fewer impacts to the neighborhood would be the 4th Ave S Shallow, though I strongly encourage ST to continue exploring the impacts of this option as well.	Valerie Tran
04/27/2022	As a close neighbor to the CID, and a white person of privilege, I write to ask you to pause planning for the second Chinatown International District light rail station. I read and support the statement of concerns provided by the Wing Luke Museum. This precious and fragile neighborhood has endured over a century of policies and violence designed to contain, expel or destroy people and property in the CID. I urge Sound Transit to work with cultural brokers to understand the community better in order to disrupt and displace people and businesses as little as possible. Further partnership with the City of Seattle and King County is necessary to leverage anti-displacement resources to assure that the CID is stronger and culturally preserved at the close of the construction. I want the expansion of light rail to continue and to strengthen my western neighbors.	Janis Avery
04/27/2022	The following is support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Archana Iyer
04/27/2022	I believe that sound transit should move forward with the 4th Avenue option. And NOT the 5th Avenue option. As a 4th generation Chinese American, many of the businesses that would be negatively impacted by the 5th Avenue option are extremely important for my family, as well as the rest of the CID community. Thank you for receiving public comments.	Jordan Hoy
04/27/2022	Please choose the 4th Ave option for the proposed International District/Chinatown Link station. The proposed 5th Ave locations will disrupt residents and businesses in the International District. The 4th Ave location offers a solution that will minimize detrimental community impact.	Lily Stelzer

04/27/2022	I write as a historic preservation planner (MHP, Cornell University 1981); as former president of the Queen Anne Historical Society (2010-2021); as treasurer of Northwest Folklife, a Seattle Center based organization; and as a resident of Queen Anne. These views are mine alone. I reject all of the alternatives for the Interbay segment published in the DEIS and encourage adoption of the cost-saving alternative presented by Sound Transit at the Seattle Design Commission's meeting of April 21. Eliminating one of the Interbay stations while moving the portal and the route of the train tracks saves considerable money and mitigates impacts on the historic/existing fabric of this intensely industrial and commercial zone. (It is difficult to comment without a copy of the cost-saving design in hand). I encourage selection of a tunnel route under the Lake Washington Ship Canal, the aesthetic advantages and the mitigation of the impact on the maritime industries at the Fisherman's Terminal area notwithstanding, the height of the bridge now required by the Coast Guard demands this solution. I also favor the location of a station on Mercer Street. It eliminates the impact on Seattle Center's Northwest Court, a city of Seattle landmark and on the Station office building (location of the Queen Anne branch of the U.S. Post Office) which is listed on the National Register of Historic Places. It also protects the Inn at Queen Anne (NW corner of Republican and 1st Ave. N.) which is characteristic of the early 2oth c. brick buildings which once defined the neighborhood. It also eliminates the construction disruptions on the operations of SIFF, KEXP, Seattle REP and the thriving businesses along Republican Street. I understood from Sound Transit at the April 21 meeting that none of the alternatives I favor would dramatically effect ridership and with the exception of the Ship Canal tunnel, might save a considerable amount of money. Thank you, MIchael Herschensohn	Michael Herschensohn
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy (ABA) in the Frye Commerce Center (2414 SW Andover St). ABA is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. My wife and I nearly needed to move out of state to be closer to family in helping raise our children when we were not able to find childcare until the owner of ABA reached out about a last minute opening they had in the program. The need for childcare in the city is extreme and limiting many other parents from participating in the workforce and any light rail option that would move ABA out of West Seattle would cause a great disruption of hundreds of young families. As a member of the West Seattle community I am asking that ABA not be relocated as the move of this program does not sound financially feasible with costs escalating into 7 figures and a great deal of time to coordinate. Thanks, Max Markham	Max Markham
04/27/2022	No new link in CID!! Move it past the CID there are a lot of important historical and cultural buildings in that area!	Cody Choi

04/27/2022	I've read the DEIS for the WSBLE and find it deficient in how it evaluates the impacts of the project on the CID. I whole-heartedly support the observations and conclusions of the Wing Luke Museum regarding the DEIS and urge the Sound Transit Board to address the concerns expressed in that document. As to other specific comments, of the several alternatives presented, it seems to me Option 1a impacts the CID the least, provides the best interconnectedness for all transportation systems serving the CID, Pioneer Square and the Stadium areas, and provides the best opportunity for revitalization of Union Station because of its use as an entrance and passageway. I have an additional concern and that's with respect to the proposed ventilation duct on the Union Station plaza. Isn't there some way ventilation for the new WSBLE station can be provided without having a new blocky structure built on that plaza? Can't sufficient ventilation be provided through grating on the roadway that would be built above the station or in the triangular bit of land formed at the intersection of Jackson, 2nd Ave. Extension So. and 4th Ave. So.? Can the ventilation system be incorporated into the northwest corner of Union Station, itself so that it isn't an intrusion into the plaza space? Can an artwork generated by 1% for Art funds or other money incorporate the ventilation system? There HAS to be a better way of dealing with ventilation of the station than what has been proposed!!!	Gordon DAVIDSON
04/27/2022	This comment is in support of the following alternatives: DT-2 SIB-3 IBB-2b In general, I am in support of tunneling wherever possible. We have incredible beauty surrounding us in Seattle, and while the proposed elevated lightrail lines have their own beauty, I believe they would detract from or outright block the mountain and water views all around. In addition to this, I particularly support SIB-3 as I live along Elliot Ave W, and will likely either have my home demolished or my property value greatly diminished by the elevated tracks proposed in SIB-1 or SIB-2.	George Felton
04/27/2022	No new link in CID.	Roberto Hoyos
04/27/2022	Save the CID. Do not move forward with building through the International District. This would be not only a heartbreaking loss to what remains of Seattle's already deteriorating sense of culture, but a HUGE slap in the face to our Asian American population who have already been negatively impacted by xenophobia, hate crimes, loss of business due to the pandemic, and the rampant homelessness that spills into that district. Please do the right thing.	Naveed Naficy
04/27/2022	I'm commenting on page ES-25 section ES.3.1.2.2. Chinatown-International District Segment. I would recommend proceeding with option CID-1a. My recommendation would be to proceed with option CID-2b. The deeper station will have less impact and not require reconstruction of the 4th Avenue Viaduct.	Romeo Giron
04/27/2022	Tunnel please!	Sam Sherwood
04/27/2022	Thank you for your work. I have 3 comments: Please consider a Ballard station West of 15th Ave NW. The core of downtown Ballard is further west, and it would make sense to take that into consideration! Please consider the alternative Thorndyke Retained Cut, especially if this would reduce displacement and traffic! Please provide for a station at Galer Street at Smith Cove to further support our Magnolia neighbors.	Terri Cole

04/27/2022	The light rail extension's negative impacts to local residents and businesses far outweigh its benefits. The sheer amount of time it would take to complete this, especially considering implications of decreased air quality and years of disruptive construction noise, should make the transit board reconsider. There must be another approach that is less disruptive to the local communities.	Nina Luo
04/27/2022	The current preferred alternative will force many small businesses in Seattle's Chinatown-International District to close. That would follow the effects of the pandemic when Chinese American and other Asian American business in were disproportionately negatively effected due to anti-Asian racism and COVID-19 related fear. Adding to these effects would demonstrate an astonishing lack of racial equity and awareness on the part of Sound Transit. Seattle's CID has repeatedly suffered from transit related construction. The street car and it's "barn" required extremely disruptive construction that hurt businesses and drove visitors from the neighborhood for years. Historically, the addition of the I-5 freeway overpass, which passes right through the CID is just an earlier example of Seattle's past actions that demonstrate a dispassion and lack of caring about the wellbeing of the businesses and residents of the CID. None of the current options show any respect for the CID, but rather make it seem like Sound Transit is actively trying to harm this historic and recovering neighborhood. Please take the time to conduct more impact studies and find alternatives that support racial equity and break the cycle of abuse on the CID community for the sake of transit.	James To
04/27/2022	The following is in support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Vaibhav Ravichandran
04/27/2022	I urge you to listen to CID community because they know what they need and want for the community and neighborhood to thrive. Will you consider building the light station away from CID onto the parking lot next to the stadium/ 4th Ave? That will be the less impact and disruption onto the community and neighborhood. Your action will push away local residents and devalue CID's health over the years if you decide to proceed with 5th ave. Thank you for listening.	Patty Liang
04/27/2022	I'm concerned about the sound transit options for 5th Ave S as several small businesses will be displaced after having barely gotten through the pandemic.	Jennie Li

04/27/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I want to express my strong opposition to the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would cripple and perhaps even effectively end the operations of Transitional Resources, a nonprofit that provides services to our community's most vulnerable people. Transitional Resources ("TR") is a community behavioral health agency located in West Seattle on SW Avalon Way. For nearly a half century, TR has developed successful programs and housing to serve vulnerable adults from all over King County. These vulnerable citizens are living with serious and persistent mental illness, and TR provides them with behavioral health treatment and supportive housing services to ensure these folks remain safe, healthy, and housed. I served on TR's board for 15 years and can testify to its success at building community and stability for individuals who previously did not enjoy these things. TR owns or rents several properties and serves a multitude of people who live in various parts of West Seattle, but the majority of people it serves have their homes within very close proximity to TR's offices that are located on SW Avalon Way. Many of the people that TR serves will be irrevocably negatively impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. DEL-6 would be particularly devastating for them, but DEL-5 would also cause disruption and uprooting of people for whom such experiences are particularly difficult. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would catastrophically alter TR's ability to deliver its vital programs and services to our community. Without these services or programs, the people who live in the impacted buildings—as well as those who receive behavioral health services in those buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating not only to the people they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. Some of the people who will be displaced have lived in their homes for two decades or more. The impact of the loss of a home for these individuals cannot be determined in simple monetary terms. They are particularly vulnerable to change. They need access to resources that are at or very near their homes. I ask you to take this into consideration. TR has been a success story in helping solve one of this area's thorniest and persistent issues. Please preserve that success. As someone who cares deeply about our community and my vulnerable neighbors who are served by the nonprofits that provide support that they need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals. Thank you for this opportunity to provide input and your consideration.	Mary Lachapelle
04/27/2022	Hello, I am commenting on my favor to move forward with choosing 4th AVE as the decision for Sound Transit to extend the Light Rail. Choosing 5th AVE would displace many beloved C-ID businesses, residents, and have the heart of the C-ID taken away by construction. If Sound Transit cared about their community, especially communities of color, they would know how important the C-ID is to the AAPI community. 4th AVE would help protect our businesses and our people. I strongly hope you consider NOT choosing 5th AVE for the light rail extension.	Jaclyn Samson

04/27/2022	Hello, I will keep this short and to the point. I support the comments and requests made by the Executive Team of the Wing Luke Museum on the expansion of the International District Light Rail Station. Additionally, I would like Sound Transit to conduct another environmental impact study for this project that places at the center of it focus the historical racism, marginalization, and ongoing structural oppression the Chinatown-International District community has suffered. It saddened me to see options in these designs that compounded on the pain and suffering this community has been subjected to for more than a century by presenting plans to expropriate family owned businesses and destroy current thriving structures. It is not sufficient for Sound Transit to talk about the ideals and values of Equity, Inclusion, and Diversity. Sound Transit needs to place those values at the center of what it does, and these plans demonstrate that currently Sound Transit does not do that. Please feel free to reach out to me if you have any questions and I eagerly await news from Sound Transit addressing these concerns. Sincerely, Dr. Cristóbal A. Borges	Cristóbal Borges
04/27/2022	I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE ROUTE. Firstly, while I do not live in Seattle, I am quite invested in advocating for small businesses. In particular, I have a vested interest in the survival of one business: the Dusty Strings Company at 3450 16th Ave W. Dusty Strings has played a major role in my personal and professional experience as a harp player and luthier. Both my harps were made by Dusty, and the guidance, customer service, and dedication to building a warm and welcoming community sets this business apart. They are a vital member of the harp community, and significantly contribute to the Seattle manufacturing community, as well. About the Business: Dusty Strings is a family owned company, founded and thriving in Seattle, and a team of globally respected harp builders. As a manufacturer of high-quality harps and hammered dulcimers, Dusty Strings contributes to business diversity in an increasingly tech-dominated city. They employ local skilled craftspeople, many of whom have made Dusty Strings their lifelong career, and the current route would displace as many as 60-70 workers from this building, as well as 4 other small businesses. It appears that the current preferred route (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration.	Aidan Iams
04/27/2022	Chapter 5: Cumulative Impacts: I feel that you need to do more work to evaluate the historic reality of past public policies and actions. You do not capture the everyday lived legacy of hose actions up to today. There are subsequent threats to the future survival of the CID. I feel your conclusions do not adequately understant the depth and breadth of the cumulatie impacts from the WSBLE project. As the a member of that perceived "perpetual visitor" population we will once again be ignored and buried under that red line with this project. I think further in-depth study of the community needs to be addressed.	Cheryll Leo-Gwin

04/27/2022	Please do not go through with the renovations to the CID station. This area is one of the most important areas in the city and going through with this will destroy an already at risk population. You claim that you want fairness and equality, but this renovation does not stand in line with those values.	Jacob Cunningham
04/27/2022	I and other building owners around the SODO light rail station are unanimous in our support for the mixed profile option. We have made our case in testimony on four occasions before the full board when alignments were first being discussed. At-grade for both lines means jobs lost for businesses around 5th and Lander. Construction of an overpass means businesses relocated and supply chains of vital construction products (tools, safety equipment, welding supplies) in the market interrupted for years at a time. Thank you.	Bob Gillespie
04/27/2022	The station should be located in downtown and not Chinatown / International district for a myriad of reasons. -The construction will put many small businesses in CID out of business. Not just the businesses that the project will be built over, but also the surrounding businesses due to the construction. When the Lightrail was first built, it was built over MLK with the promise to the businesses there that it will bring future business. Instead the majority of those business had to close down due to less customers during construction, and post construction there are only 3 stops between Rainier Beach and Columbia City which spans 4~ miles and there are 9 stops between Mount Baker and Westlake. -If Seattle is about protecting small businesses, let's see the community put their money where their mouth is. -Having a stop in downtown makes sense for regular commuters. They would simply hop off the light rail and immediately go be able to go to work. No need to transfer, and so much time saved. Think about when you have to transfer busses in Seattle already. It's so bad when you need to make an appointment or be on time for work, only for the bus to pass you by because it's too full.	Collin W
04/27/2022	I do not support the 5th Ave alternatives presented in the EIS report. I support the route that has minimal business impacts to the CID community. Given the pandemic and many projects around the CID over the last decade, this community has experienced irreversible damage. Long-term business closures and road displacement will leave a lasting impact on a community that is already quickly being erased and suffering from the impacts of gentrification. Please choose an option that is the least impactful to the current businesses and overall community.	Tony Au
04/27/2022	I appreciate the need for the extension, and realize that the planning is very challenging. My main concern is about the CID, an area that has already seen so much upheaval during recent constructions such as the First Hill Streetcar. Disruption to businesses, community centers, and the livability of the area should be most carefully considered during this planning. I'd like to be assured that the economic, cultural, and social services communities there will survive the hardship this will impose are on their area, which is not yet recovered from the downturn of the last 2 years. The population there really deserves special consideration as plans are finalized. This area is such an important part of our history and if we lose its neighborhoods and resources Seattle will be much the worse for it. Of the several proposals for the new extensions, it is essential that the citizens, businesses, and cultural institutions in the International District confirm which configuration will benefit the area , and that accommodations and perhaps compensation should be made due to the disruptions that are inevitable during the project construction.	Phyllis Friedman

04/27/2022	Sound Transit has tough choices to make. Dusty Strings is a unique business in Seattle that is one of the largest manufacturers of folk harps and hammered dulcimers that are well respected worldwide. They fill a particular niche in the music world. As currently proposed, the only route that would not force Dusty Strings to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare our building and five other buildings, and follow a public street instead. Dusty Strings was founded in Seattle in 1979 and has remained a family-owned and operated local business for the past 43 years. They make globally-recognized musical instruments have been handcrafted in Seattle since the beginning. As manufacturers of high-quality harps and hammered dulcimers, they are a critical member of Seattle's dwindling manufacturing community, which is important to business diversity in an increasingly tech-dominated city. They employ local skilled craftspeople, many of whom have made Dusty Strings their lifelong career. Approximately 60-70 workers would be displaced from this building alone, which houses Dusty Strings as well as four other small businesses. If they are forced to relocate, it could be very difficult to find another space within Seattle that will meet their needs as a unique manufacturer and small business. Their custom-designed building and owner-occupied model have made it possible to stay in Seattle as the costs of operating in Seattle have driven other manufacturers out of the city. Having to move outside of Seattle would certainly mean a major disruption to their instrument-building operations. It could also mean losing 20 to 30 years of instrument building expertise if their longtime employees are forced to leave their chosen careers in order to stay close to their families in Seattle. Dusty Strings has connections with instrument owners around the world, and many of them know of Seattle because that's where their harp was made. Dusty Strings instruments are an important part of the livelihood of local, independent music stores all across the country, as well as in the UK, Europe, Asia, Australia, Canada, and New Zealand. Thank you for considering how this decision will potentially impact this business that supplies highly sought after musical instruments to the world. Thank you for considering their employees and the potential loss of a unique skills that the employees possess. As currently proposed, the only route that would not force them to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare their building and five other buildings, and follow a public street instead.	Edward Schack
04/27/2022	I am commenting in regards to the CID Lightrail extension. Please go ahead with the construction on 4th and leave the businesses on 5th where they are. As someone who lives in this neighborhood, I think the businesses here need to be left alone. Please don't destroy this community!	Alanna Cunningham
04/27/2022	I do not see the purpose of this when you are displacing many workers/ restaurants in the area that has been here for generations. What is the need for another station when one has been built. Focus our taxpayer money on the west Seattle Bridge, its been delayed for too long.	Zulkifly Chaumath
04/27/2022	Greetings. I've read over the draft EIS and, although it's too much for me to wholly understand, I'm particularly struck by the part of the proposal that deals with the ID. The ID is a vulnerable community, one that's been particularly hard hit during the pandemic, as well as by gentrification. For that reason, option CID- 1A, which calls for 4th Ave S to be closed for 6 years, seems like a crippling choice, as does CID - 2A, which would close King Street for 4 years. CID- 2A and 2B would close many ID businesses. Again, this is a vulnerable population, one that is of great cultural and economic import. Our city has a history of regarding our Asian citizens as less than; let's not continue that here by closing Asian businesses that are integrated into the community.	Melissa Aaron

04/27/2022	My name is Rachel Bender and I'm a Seattle resident who frequently uses the light rail system. Regarding the draft EIS, I have major concerns about the chinatown international district section. During the last several years the area has been heavily struggling and I worry with many of the proposed plans, the situation would become even more dire to the survival of the communities residing in the area. After reviewing the impacts, I would urge you to go with the CID-1B plan as it would be a good compromise between displacement of neighborhood staple relocation and hassle to those in the area. With the expected time frame of 8-10 years and the need to reconstruct the 4th Ave South viaduct I understand how this plan creates more stressed than needed, but I urge you to think about the community first. I assure you that myself and all seattlites would like to see the continued existence and thriving of the international district over inconvenience in the short term. Thanks.	Rachel Bender
04/27/2022	Please move forward with project options involving 4th Avenue (1a and/or 1b) as they will diminish the impacts of construction on already economically vulnerable businesses owned by our dwindling population of minority-owned businesses in Seattle.	Rachel Askew
04/27/2022	Please protect Chinatown/International District businesses and community. This construction will shut down many beloved businesses and affect many employees livelihoods. CID is a historic and critical part of our city's history. 10 years of construction had potential to damage the areas economy where it may not recover. Please don't like the CID be a forgotten neighborhood	Tri Le
04/27/2022	The CID is such a special place and has been through so much already. Please work on finding another way to go through with this that would not further destroy our community.	Maria Vipond
04/27/2022	This project is destructive to the communities and culture in these areas. It does a disservice to the people who have worked hard for years to build their homes and businesses in these neighborhoods.	Zaria ali
04/27/2022	Hello, As a local member of the community, I understand the great need for additional transit options in our area. As a Seattle born, Filipino woman, I also understand how the development of this project will also cause harm to the long-term residents of the Chinatown-International District. My main concerns are that developers of the WSBLE project lack the historical understandings of how development has impacted the CID. In order to move towards the future, we must also look to the past and recognize wrong doings that cannot happen again. Prior to the 1900s, systemic oppression pushed folks of Chinese, Japanese, Filipino, and African descent into the areas of present day CID and Central District. "Segregation Maps" that highlighted the discriminatory practices of red-lining from the 1920s-1940s noted that the areas of the CID and Central District were "hazardous" on a grade of security scale (Honig, 2021). In the late 1960s to early 1970s, the CID was the chosen location of the new Kingdome on the west, as well as the development of the I-5/I-90 interchange freeways that cut the east side of the CID. In the late 90s and early 2000s, the Kingdome (only used for 30 years) was demolished and replaced with the two new sports stadiums. Present day projects of expanding Light Rail stations, Street Car stations, and rezoning high rises continues to further displace those who have relied on the CID for years. Many of these projects were developed on the foundations of racism, classism, and other forms of oppression that fail our communities. The people in the CID have always pushed for their voices to be heard, the district has a huge activism and community organizing history. The developments, while beneficial, are beneficial mainly to communities outside of the CID. What becomes forgotten is the process in between of when the projects are conceived into thought and when they are completed. The process of pushing forward with the CID station on 5th ave has the potential to increase displacement, increase noise and air pollution, further congest the roads, reduce access to businesses, increase traffic, increase rent and property prices of residential and commercial businesses, as well as impact what history is left of the CID. Although the CID is a business district, housing many commercial businesses, we must also not forget the long-term residents that literally call this place home. Thank you for allowing me to share my comments. I hope that those reviewing the WSBLE will take these into consideration. Thank you.	Andrea Salgado

04/27/2022	You cannot move forward with any plan that would decimate our historic International District. To do so would be ripping away culture, delicious culinary experiences, and livelihoods of countless families. The cost is not worth this project.	Beth Hjort
04/27/2022	Hi, I think the 4th shallow option is the best option for the CID station with all the information we have at the moment. It causes less damage to the CID neighborhood, and that should be considered in ST's cost-benefit analysis. At this moment or in the foreseen future, CID is still a vulnerable community with all the precious culture and diversity uniqueness in Seattle. Keeping it one piece as much as we can is essential. Mitigation for the influenced businesses and residents should also be clarified as much as possible. Thanks,	Cecilia Liang
04/27/2022	The following is in support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Sanjana S
04/27/2022	Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Avenue construction. Sound Transit, take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th!	Huy Pham
04/27/2022	I'd like to comment on the placement of the Chinatown - I.D. transit station that connects West Seattle to Ballard. It appears that you're considering three locations in the CID. Historically, this community has been negatively impacted by decisions made about infrastructure improvements (building of I-5, the kingdom demolition and subsequent building of both sports stadiums, as well as the AK Way viaduct demolition and tunnel boring). These projects seldom, if ever, considered the needs and impacts of the community that reside in this neighborhood. This is a result of Seattle's racist and xenophobic past and should not be repeated. If a station must be put in the CID, every effort to cause the least economic impact and disruption to daily life should be made. 4th Ave seems to have the least economic impact and is already home to a robust public transportation hub. It makes most sense to construct a station there, rather than displace and disrupt the lives of community members by building on 5th Ave. I know there is much to consider, but please don't make the same mistakes of projects past - build the station on 4th Ave and reduce the impact to the neighborhood.	Julia Smith
04/27/2022	Please go with 4th avenue options for the Lightrail Expansion into the International District. This option is the least harmful, and does not disrupt and impact as many of our beloved and important businesses	Mari Ramírez
04/27/2022	The historic CID neighborhood has been disproportionately been affected by poor transit decisions (the street car barn, I-5) and further impact studies are needed to find alternatives to current station options that will not displace small businesses and irrevocably change the neighborhood. The DEIS does not adequately recognize the uniqueness of the CID nor does it take into consideration emergent threats to its neighborhood cohesion.	Friederike Therese Guethner
04/27/2022	No build on 5th!! I live in the ID and this would be MUCH more than detrimental to the neighborhood itself as well as the greater Seattle community who visit daily.	Sophia Stilwell

04/27/2022	The Chinatown-International District does not need to be torn up even more. The 4th Avenue alternatives are the obvious choice for preserving and respecting the people and businesses of the CID. Disrupting this community, already split in two by I-5, is unnecessary. Rebuild the 4th Avenue viaduct. It could probably use it, and it will have its life extended. The 4th Avenue Shallow alternative is best in my opinion. Voters approved the money, so use it to build the best possible station.	JOhn Andrews
04/27/2022	The following is support for selecting the 6th/Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Bengu Manson
04/27/2022	The light rail expansion should be designed to impact the least people possible. Construction could displace residents and locally owned businesses. Please be aware of how this impacts communities of color. The Chinatown International District has been affected by many construction projects historically and please make a decision to not harm this community any more than it already has been.	Henry Hazzard
04/27/2022	Shallow 5th Ave option, please! I use Beacon Hill Station regularly: relying on elevators as the only way to get in and out of the station is a big drag.	Raven Gildea
04/27/2022	The 5th street option seems it will cause more issues for the community and the businesses around it. There has been a dangerous rise in xenophobic acts as well and if businesses shut down, there most likely will also be a rise of homelessness. With large events such as Pax, emerald city con, and game days, the ID is also buzzing with business. This would create issues for tourists and weekenders when looking for food, shops, etc. Although 4th Street may take more time, it would cause less issues with the district and community overall	Erika Guzman
04/27/2022	I'm aware that consideration has likely been given to negative impacts to the International District which has had to endure plenty of disruption over several years. I believe that the survival and health of this unique historical and cultural district should be primary since it's an area that can easily be squeezed out and not replaced. I want Seattle to do the right thing to preserve this area. Perhaps the 4th Ave. deep option would cause the least negative impact the International district. I'm advocating further study of the options using this hstorical lens.	Anne Mohundro

04/27/2022	For the Chinatown/ID station, please consider a shallow tunnel along 4th Avenue that aligns with both King Street Station and the existing International District/Chinatown station on 5th Ave. This will result in faster transfer times for riders, presumably lower construction costs and shorter schedules, and perhaps most critically, reduce impacts to the surrounding neighborhood. Chinatown/International District has borne a disproportionate brunt of major transportation construction projects in the Puget Sound area for at least 60 years now. What message are we sending if we can't protect and uplift culturally rich and historically marginalized communities like the CID? It is critical that ST3 protects the CID and develops a win-win-win solution for the Chinatown/ID station, preferably along 4th Avenue.	Graham Golbuff
04/27/2022	After reviewing the draft and some other comments I have come to the conclusion that Sound Transit and the City of Seattle are once again following the historic pattern of tearing apart and irrevocably damaging the community of Chinatown/International District. The stated values of racial and economic equity frequently identified as important to Seattle are to be set aside once again to allow an infrastructure project to tear apart this vibrant neighborhood of families, businesses and historic building. I strongly support that time be taken to complete a more thorough and open investigation. One that would allow an outside consultant to work closely with all members of the CID community to complete thorough research, gather more information and design a a project that does not lead to the displacement of a vibrant but challenged community. A community that has already been victimized by racial inequities in the past propagated by Seattle and King County. A plan must be developed that does not displace and damage this historic and essential Seattle community.	Michael Marshman
04/27/2022	Please don’t add another transit station in the middle of Chinatown!! Support our Asian business! Don’t put them out of business! Keep our culture alive, please!	Vicky Nguyen
04/27/2022	Too much impact on the community. Do not follow through with this, please.	Brandon Vu
04/27/2022	Please keep Avalon station. More apartment buildings and denser housing options are going up in that area every day. If we have to have the super deep stations can we at least have escalators and elevators. Also, the gondola idea is a disingenuous attempt to delay light rail to preserve “neighborhood character.” It’s really gross. Do better West Seattle.	Adrian WIll-Orrego
04/27/2022	Please don't diminish communities of color by expanding the transit station(s) in Chinatown.	Kathryn Rood
04/27/2022	It's incredibly frustrating that Ballard is slated to be online so many years from now, yet is being packed more and more densely with housing, without any traffic/infrastructure improvements/relief for literally decades. Anything that could speed the process would be great. And also consideration of alternatives that provide a station west of 15th. Thank you.	Susan Ward

04/27/2022	As someone that lives in the international district, the construction of the 5th ave option will be detrimental to the community that we live in. Many of the shops and restaurants that are essential to the International District will be destroyed or caused to close shop because of the construction. The restaurants and food in the international district is an amazing gathering spot for people during the weekends and weekdays. On a daily basis the area is bustling with people coming to enjoy the food in the area, which is amazing to see especially after the previous years of quarantining from the pandemic. The international District historically has also been disrupted from the many construction projects, including the stadiums, causing many stress to be placed on the Asian American community and small businesses in the area. The construction of the 5th ave station also means that air ducts will be installed in the area, pumping clean air into the station and toxic air into the International District harming the health and lives of the people that live in the area. Several buildings in the area that have historical value around the area will be torn down to just be dump lots. This is very sad as these buildings hold many sentimental memories for the people. As a big supporter of public transportation in Seattle, a new station would be wonderful in granting access to the rest of the city, however the location of the 5th ave station does not make sense. The construction of that station will actually not help Seattle. The best solution would be to not build in the International District, however the CID- 1a 4th ave shallow station is the better option for the community if you are still going to build it. It will still have an impact on the International District, however the effects of it will not be as horrible to the community of the International District. The construction of the 4th Ave Shallow station will also connect the district to pioneer square which will connect Seattle as a community even more.	Alex Chen
04/27/2022	The decision to expand the light rail in the IDC is unnecessary. The small business and areas that will be affected are imperative to the area and symbolize the last bit of culture that remain in Seattle. An expansion for current greed will be detrimental for decades, affecting families and people that live in the area. I encourage that you rescind ideas of expanding the light rail.	Teraé Stefon
04/27/2022	As a resident of Seattle, I strongly oppose the 5th Ave train station option. This will heavily impact the community in Chinatown - International District, which is unacceptable considering the historical context and maltreatment of the community. I ask that Sound transit move forward with the 4th Ave station. Please do not consider the 5th Ave station.	Nancy H
04/27/2022	The following is in support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Kirtana A
04/27/2022	While an expansion of the CID station would be welcomed to greater serve that community, please do not let it be at the expense of that community. Most alternatives presented would negatively impact the businesses and residents of CID and wipe out whole blocks of real estate	Tyler Woebkenberg

04/27/2022	Having construction and the station on 5th would be destructive for the neighborhood and for local businesses. Having bad air pushed into the Chinatown area would affect everyone who calls Chinatown home. This includes the children and elders who grow up in the area, people who work in the area, and people who calls this place home. 5th Avenue is where a lot of life, businesses, and people thrives in the area. This wouldn't be just a physical change - this would be a societal change for worse in the area. This actively goes against the broken window theory and displaces people and businesses for the sake of money. 4th would be a better place where there aren't people already living. Also, the construction period is going to cause issues for 10 years - this is a problem and period that needs to be heavily considered. Ideally, it's not in Chinatown at all. Sodo has a lot more space for these kinds of changes to happen.	Andrew Koh
04/27/2022	Please stop this project!! This is affecting the CID and family businesses that has been rooted for years!! My family and I have been long-term supporters of the CID and refuse to support this project. What's left of the tradition and BIPOC representation if there's a plan to take these businesses down?	Moira Sibal
04/27/2022	Please build the transit satiation somewhere else. The international district is already suffered enough gentrification and your efforts to eliminate and eradicate asian culture that has been here for years. We don't need ANOTHER 10 years worth of constructions.	Perry Liang
04/27/2022	I would prefer that sound transit doesn't remove the Avalon stop in order to accommodate the Avalon residents as well as the people commuting on the 35th Ave SW bus to the Avalon stop. If you do, find a way for those people to get to link in a timely manner. Other than that, just build it, tunnel or no tunnel, just get it done.	Peter Fleetwood
04/27/2022	It is RIDICULOUS that we are quibbling about the particulars of a light rail system that won't benefit West Seattle for FIFTEEN years. I'll be retired by then and will no longer need efficient public transportation to get downtown every day. PLEASE consider the Skylink option which could be up and running in 2-3 years. This project is moving way too slowly for all of the growth in WS.	Marianne Weber
04/27/2022	I have lived on Beacon Hill for over 30 years and use public transportation to go to the C-ID frequently for shopping, eating out, and cultural events. As an Asian-American, I've always felt like I belonged there. It has changed over the years, but the small businesses have somehow managed to survive, surrounded by the new construction of "retail on the bottom, condos above". So I am familiar with the area from a pedestrian viewpoint, and that is how I read the Draft EIS for the West Seattle-Ballard expansion platforms in the ID. It would have been helpful to identify the buildings that would be demolished to make room for the platforms, and more specifically the businesses that would be displaced. Perhaps this was done to de-personalize the area and not acknowledge that a lifestyle and culture would be wiped out, to be replaced by modernity? I find the 4th Ave S platform slightly less disruptive than the 5th Ave S one. And all this so that residents of West Seattle and Ballard (generally, higher socioeconomic status and not communities of color) will have Light Rail? I've always supported Light Rail service, but not at the price of destroying a unique part of Seattle. The C-ID is a vibrant community that deserves better.	Melanie Ito
04/27/2022	The 5th avenue options (2a, 2b) will negatively impact the Chinatown International District neighborhood. The 5th avenue options are located in the center of thriving economic businesses. You will be destroying businesses and culture by the impact of Sound Transit construction by building on 5th avenue. The Chinatown International District community have always been pushed out of the neighborhood once land becomes valuable. If land continues to be taken away, there will no longer be a Chinatown International District in the future as we know it. By selecting a 4th avenue option (1a, 1b), that impact will be lessened as it will be on the fringes of the neighborhood and not in the center of economic activity.	Stanley Choi

04/27/2022	Hi! I believe that causing such disruption to the CID will be fatal to the already struggling businesses that live there. Please move the station to a different location. Not even considering what has happened economically in the last two years, such construction will effectively make the CID uninhabitable for the sheer amount of folks who need to make their way through to keep businesses open. Not only that, but historically the CID has already split, rendering Little Saigon as a distinct district. I feel like I may be reaching a little here, but I do believe getting separated from the rest of the CID contributed to its atrophy as a community. I fear that another split will do nothing but weaken the CID further.	Jenny Phan
04/27/2022	The 5th Ave station will be much more detrimental to the community of Chinatown - International District. I implore Sound Transit to move forward with the 4th Ave station.	Jonathan Ngan
04/27/2022	As a Seattle resident I oppose the proposed stops in the CID as it will lead to a violent and forced removal of local POC owned businesses. This will displace communities and families that have been there for many years if not decades. These proposed stops will not help local business and in fact further the gentrification of this community. I wholeheartedly oppose this plan.	Hanako Osuga
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Sean Anderson
04/27/2022	The proposed options for the new CID link station are all extremely disruptive and displace many long standing establishments and hundreds of employees. The city of seattle has done nothing to help AAPI communities during the pandemic as they experienced widespread xenophobia and hate crimes in CID. Now the city aims to displace and gentrify a historic area without regards to its residence. If the city cares about the AAPI community at all, the 4th Ave station option will be chosen over the 5th Ave options. Both of the 5th avenue options will negatively impacts hundreds of people and have devastating impacts on the many businesses in the area that construction will occur.	Divya Puvvadi
04/27/2022	Please do not go forward with the 5th Ave option. That will displace so many small business owners and the history of Chinatown!!!	Arifah Resmath

04/27/2022	I think the Link and the success of the Link are critical for Seattle's future, and for our climate. We need to build the best system we can, for most the riders we can, at the lowest price we can. The Link has been very successful, and I think we should plan for further expansion. South Lake Union should allow for a line up Aurora and to the east along the Metro line 8. Ballard should allow future expansion north and east. Midtown expansion along Madison would be awesome (I live there). And we should be able to extend the West Seattle line south to White Center in Burien. This is how we reduce our VMT, meet our climate goals, and make the city more liveable by getting people out of cars. In Ballard, I think you should reconsider a tunnel option under the Ship Canal, especially since the Coast Guard has mandated higher bridges. In South Lake Union, I think the station needs to be actually in the neighborhood, something closer to the center of the neighborhood would generate much more ridership. For the tunnel through downtown and in the International District, please make it a shallow cut-and-cover tunnel. This will be much cheaper, and the result will be something people will be more willing to use. Thank you for reviewing these comments.	Robin Briggs
04/27/2022	The impact that this project would have to the community in the CID would be awful. It would hurt businesses and displace so many individuals. Sound transit should think historically on how the city has displaced marginalized communities in the past and rethink these options. This city claims to be so “progressive”, we should see that in the planning of our cities infrastructure. If I were to choose these SLIM options, they would be CID 1a or 1b. Stay out of the neighborhood, stop displacing this important community, and find other options. Also it would look extremely fugly (fucking ugly), so like don’t do it.	Alexis L. Silva
04/27/2022	I vote 4th deep Be very careful about 5th ave options they will negativly effect community's and seattle city culture also a major reason people take light rail is for culture.	Francisco Leos
04/27/2022	As a frequent user & person who relies on public transportation, I understand the need for the expansion of the Light Rail. I am also an Asian American who has loved the CID. I am writing to implore you to reconsider and more deeply think about the impact of creating a new CID station along 5th ave/diagonally around 5th ave and disrupting a section of CID that so many frequent, as well as many family small businesses are right now. The Hing Hay Park is a refuge and park for many, and the disruption in the local community could be very large. There are other options including 4th ave that may be less disruptive to the community. thank you.	Brian Dang
04/27/2022	I grew up in Seattle and lovingly spent my time in C-ID as well as Little Saigon growing up. I still come to C-ID every weekend and I am shocked and surprised by the proposal for CID 5th AVE which will destroy cultural institutions and restaurants who have been there for decades. The proposal for 5th Ave highlights inequalities and disregard the community of C-ID, especially when the AAPI community has faced xenophobia and racist attacks in the setting of COVID. The only clear path is for lay tracks under 4th Avenue to avoid taking land from the Chinatown Historic District.	Linhchi Pham

04/27/2022	As a resident in the CID, the location of this new station and it's upcoming construction will have a huge impact on my life and on the character and livelihood of this neighborhood both during construction and for the next century once construction is complete. Since moving to the CID I have been so fortunate to enjoy the community and character of this neighborhood and all it has to offer. Including the business that myself and much of this community frequent day to day. Many of these businesses would be demolished or hugely disrupted by all of the 5th Ave options. These 5th Ave options will fundamentally damage the Chinatown International District and irreparably harm a neighborhood and its businesses that have already been neglected by the City for decades. While I would prefer a new location to be considered all together, the 4th Ave Shallow (CID-1a) is the only option that lessens the damage to this beautiful neighborhood. And even reactivates Union station in the process. I sincerely hope you choose CID-1a and save this neighborhood.	Seth Gottlieb
04/27/2022	Please do not go forward with this project the way it is now! I'm sure an alternative can be found. The CID is a historical neighborhood where trailblazers of the Asian-American population pioneered a home away from home for Seattle's Asian immigrant population. Many of the business that will be affected are family owned staples of Seattle. Not only will businesses be negatively affected, but the people who live there will be affected by bad air quality, loud noises, and traffic problems. Many of the people who still live in Chinatown are seniors citizens and will be extremely sensitive to the problems listed above. Please, keep the CID intact and find an alternative!	Alan Zhou
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. As a parent of two children at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Bridget Igoe
04/27/2022	the city needs to be considerate of the small business around the Chinatown/International district area. they should tear down these business thats been there for years and communicate with the community. Please pay attention and hear out the small business and be able to help them finanically with the rent or relocation.	Ruby M Aquino
04/27/2022	Preference for the 4th street options on the west Seattle and Ballard link extensions to avoid displacing local small businesses that are important to the CID community.	Marissa Lordahl
04/27/2022	I implore you to move forward with the 4th avenue option. The 5th avenue option would have a detrimental effect on the small businesses there, as well as the communities of people that run them. This area has already experienced the impact of the pandemic in multiple ways and many of these businesses would not survived the displacement caused by the 5th Ave option.	Sydney Rhoad

04/27/2022	Hi, We are a Dusty Strings dealer, which is located at 3450 16th Ave W, Seattle, WA 98119. It was brought to our attention that they may be relocated. I wanted to let you know that there are just a few reknown harp makers in the world and Dusty is probably in the top 5. I am afraid that a relocation will add to an already difficult situation being the already very long delays to get harps from them since COVID. At this date, as a dealer, I already have to wait almost a year to get some harps in my showroom. Relocating will definitely add to the problem to the point where approvisioning will come to an halt. Many schools and students are already impacted with Dusty Strings rental harps because I can't add more of their harps to my rental offer due to delays. I am writing hoping this will help think about the impact of not getting the other option which is the elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. I hope this message gets well to you. Thank you, Robert Maison Glissando, Montréal, Qc 450-672-4277	Robert Verreault
04/27/2022	Please do not build through historic areas of Chinatown-International district. Please listen to the community and invest in rerouting. It's not much in relation to the total expense of the project and it's important to the community. Please show respect for CID and re-route the project plans.	Nichole May
04/27/2022	Do NOT route the light rail through the middle of the CID. Keep it to 4th ave only. Cutting through a historically POC community is a form of systemic and structural racism. POC in Seattle have been consistently displaced and pushed out of the city since its inception. The CID is important to the vast Asian and Asian-American populations in the area, as well as the general population. It is disappointing in this day and age that such a “progressive” city would choose to hurt marginalized communities in this manner, but it is not surprising given the city’s racist past of segregation and redlining.	Tessa Achevarra

04/27/2022	I am writing about the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals. Thank you.	megan Holmes
04/27/2022	Please do not use the Genesee for the light rail route. It will be very disruptive to the surrounding neighborhood. There is a community center, a very active park, and active bus stops nearby. A light rail would take away from the community feel in this area. It would start to have a more urban feel and create noise pollution. People love West Seattle because it still has a neighborhood and family safe area. A light rail would drastically change the atmosphere and the safety of the families. Countless people walk up the Genessee hill to exercise, walk their dogs, and get to local stores. Why would anyone want to walk underneath a light rail station? Families don't want to raise their kids near a light station. You will see families move out of the area if you build the light rail station on Genessee. I can guarantee that. The question is what kind of culture do you want to create in West Seattle?	Christina Ramos
04/27/2022	I live in Fairmont Park and would be negatively affected by the above ground link extension. I highly support the underground option or the gondala/skylink. Concerns are noise, impact on houses/ neighborhood, social impact, property values, and the overall eyesore it would be to a now beautiful quiet Seattle neighborhood.	Lauren Schlosser
04/27/2022	Please, just build this thing. Please ignore the "gondola" people. I live just a couple of blocks from Alaska Junction. I would prefer tunneling options to reduce area noise in the long run. The quiet here is a really important part of the quality of life. I lived next to a highway and a BART station in Oakland CA for 13 years and know how loud above-ground trains can be. I have also spent many long stretches of time in London, and New York, and of course in SF. Buried stations are fine - you just have to keep the escalators and elevators running, please don't repeat the mistakes so many others have made here. But if it takes some above-ground options to get us connected to downtown by rail, with infrastructure set up to get rail further south in the next expansion, by all means do it. If there's any way to take out that whole golf course, just do it. Waste of water, full of lawn chemicals, accessible only by the upper middle class and richer. Better to take that than housing. Put a station on top of it and call it a day. Please do plan for the future. Including for ever-growing populations over here.	Sheila Addison

04/27/2022	There's a difference between providing public transit stations and trashing a neighborhood for years. We need to preserve and protect the International District. This plan does the opposite of that. Do something better. Start with listening to the people your plan harms.	James Bracher
04/27/2022	Hi. The West Seattle light rail expansion for CID-2a, diagonal, and CID-2b alternative will both displace businesses and have negative health impacts on residents in the CID. The 2a and 2b alternative will require the ventilation to be built where pollution as well as the construction will have negative impacts for CID residents and especially for elder CID residents. The 1a and 1b alternative will not displace as many businesses and pollution will occur in an area where not many residents live, however, many elder residents have voiced not wanting the light rail expansion at all as all alternatives will negatively impact their health in some way and will also disrupt their historic neighborhood that they have been living in for decades. There should be another alternative to expand the light rail to increase public transit accessibility for residents in White Center, Burien, West Seattle and it shouldn't involve any negative disruption to the CID. King County should prioritize the residents of CID first so they are able to stay and their neighborhood is preserved instead of being treated as a neighborhood that is only for transient people and tourists.	Sharon Tsoi
04/27/2022	Hello, In my opinion the LightRail route to West Seattle should go up to the Alaska Junction (alaska and California) and not stop at Fauntleroy. Within a block or two such as the version at 42nd. I would also like to know if it's a possibility to then extend it south down to White Center? That's a higher poverty area where public transportation is needed and it would be great if we could take light rail from there to downtown. Thanks!	Deidre McCormack
04/27/2022	It is about time to inject some of the funding to improve the old and ugly Chinatown into a clean and vibrant neighborhood.	Steve Chinn
04/27/2022	As a lifetime resident, third generation in West Seattle - each and every proposal of the West Seattle light rail has been heartbreaking to see. The potential routing would be incredibly destructive to the landscape of the community. A towering light rail as you enter West Seattle will only be an eye sore in an already over-developed area. I don't believe the final product will be worthwhile or beneficial to the primary issue of commuter traffic. The pandemic has broadly changed how people work as many people are now working from home. Those who don't either drive because they have no other choice because of their route/lifestyle, or take advantage of our bus system, which has been cut due to the pandemic. Bring back the bus system, fix the West Seattle bridge, and reconsider the light rail entirely. The light rail should not enter West Seattle and stop in the junction. Perhaps it stops at Spokane Street under the bridge and ends there. Obtain land on Harbor Island and build a car park for commuters. From there commuters can take advantage of shuttles or buses to the junction/Delridge. Do no destroy West Seattle with the Light Rail.	Marybeth Coghill
04/27/2022	I support the 4th Ave option because it is morally and ethically wrong to demolish existing businesses in which owners' livelihoods are at stake. Chinatown is a historical aspect of the Seattle community that has already taken many impacts in the past. Therefore, the light rail should be built in a more appropriate area that is not already underdeveloped.	Jose Mendez

04/27/2022	Regarding ES.3.1.2.2., I support increased access/accessibility to public transportation- however, not at the expense of the historic neighborhood Chinatown International District (CID). Please consider the 4th Ave options only and take the 5th Ave options off of the table. 4th Shallow (CID-1a) and Deep (CID-1b) will have the least detrimental impact on the neighborhood population + businesses which has suffered immensely from the pandemic, increased living + property costs, and the rise in targeted hate crimes. "Alternative CID-2a and Option CID-2b would have the most business displacements. For Alternative CID-2a, the diagonal station configuration could require additional temporary displacement of some businesses during construction." Development should not come at the cost of CID. The neighborhood has experienced the construction impacts of the Kingdome, then Safeco Field, and CenturyLink Field. The First Hill Streetcar construction impacted the neighborhood for years. Please consider the residents (majority elderly), business owners, and workers who will have to tolerate disruptions for years.	Danielle Dimalanta-Kim
04/27/2022	I implore you to ignore the baying and crying of NIMBYs on both sides of the political spectrum whose "feedback" causes much-needed infrastructure to languish on planning boards for years, leading to projects going ridiculously and needlessly over budget. This expansion of the station, making it the heart of the Sound's entire transit network, will likely make it the most important transit stop in the entire state. Any temporary disruptions caused by construction to local businesses are a small price to pay for getting this right, as we will be stuck with whatever the final layout ends up being for decades, if not longer. The central placement of the station, its accessibility to people of all levels of ability, and its ability to provide fast, frequent, reliable service far exceed any other matters in importance. Link Light Rail is one of the best things ever to happen to this city. I use it almost every day and my job would literally not be possible without it.	Mark Onnen
04/27/2022	I implore you to choose the 4th Ave option to have the smallest impact on the C-ID neighborhood & businesses. I've seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Miriam Cortes
04/27/2022	Please don't negatively impact the international district by putting the station on 5th avenue. Construction is going to impact not only the businesses that have to close on that street but also the neighboring businesses that have less customers because of accessibility. Thank you	Marielle Manila
04/27/2022	The DEIS relies on limited information for evaluation due to inequitable practices in the preservation field. Pandemic has changed impact to the Chinatown community. Section 5.2.2 needs to go further acknowledging the context of race-based exclusion which has lead to abandonment of upper story hotels and apartments. Also, there are impacts from prior public infrastructure projects that have cut the neighborhood in half. Section 5.4.5.1 recounts past development and policies that have caused displacement, it fails to quantify the losses and ongoing impacts.	Rebecca Chan
04/27/2022	On the topic of the 'West Seattle Junction Segment Alternatives, West Seattle Link Extension' (ES-22) I would like to comment in favor of any of the tunnel-based options, but specifically 'Medium Tunnel 41st Avenue Station (WSJ-5)*.' WSJ-5 would place the Junction station close enough to the Alaska Junction without having to remove a significant amount of our residential and business neighbors around 41st and/or 42nd, who, if removed, would likely have to move out of the area entirely because of the increasing costs of housing and rent in the neighborhood.	Nicholas Haskell

04/27/2022	This comment is on the topic of the West Seattle Junction Segment Alternatives, for the West Seattle Link Extension. I am in favor of any of the tunnel-based options, but specifically the "Medium Tunnel 41st Avenue Station Alternative (WSJ-5)" for the proposed West Seattle Junction LightRail segment. A tunnel option (vs elevated train) for the West Seattle segment of the LightRail would be highly preferable because it would: Have less operational noise and vibration. Displace fewer residential homes and businesses. Have a smaller social impact on the integrity of the neighborhood.	Lauren Fox
04/27/2022	Please consider proceeding with the 4th ave focused options for expanding the current CID station. The community, traffic, health and quality of life impacts for the CID community would be optimal with this direction. Your fifth ave proposal would consume more space already impacted neighborhood, put unnecessary stress on traffic in the neighborhood. Please pursue the 4th ave options! Thank you!	Geoff Henkel
04/27/2022	Please use the 4th avenue proposal to minimize the economic impact to businesses in CID !	Julio M
04/27/2022	Please move forward with the 4th Avenue option for the station in the CID. This historic community deserves to be centered in this decision, not displaced.	Laura Lehni
04/27/2022	Please consult with the International District community!! New entrances to the ID light rail station should be located on 4th Avenue and must minimize disruption to existing businesses! The Wing Luke Museum, where I am a member, has analyzed the proposals and is willing to work with planners to benefit the International District, improving regional transit and mitigating negative effects of construction. PLEASE do the right thing and consult with impacted neighbors!	Robin Rowedder
04/27/2022	Hi! I really don't like 1b and 2b - I'd love to have a closer to the surface stairs-accessible station. I hope you'll be able to build this without shutting down a street for super long, but balancing depth and disruption. I like 1a and 2a best (and in that order) - keep it closer to the surface, stairs accessible, and all that.	Ian Gallmeister
04/27/2022	Proposal CID-1b is my vote. I recognize the need for the project, but the CID businesses have suffered so much already, even before the pandemic, and impacting them this way in the originally proposed numbers would destroy this cultural hub forever.	Caroline Millet
04/27/2022	I would like Sound Transit to consider changing their plans for the demolition of businesses in the International District in order to make room for their projects. This is not what the surrounding community, the people impacted by this decision, want, and it is not what I want.	Ave Dimond
04/27/2022	The Chinatown International District has historically and disproportionately been the site for construction and demolition. These projects, including the construction of the Kingdome and 1-5 have displaced the community, historic sites, and small businesses, as well as made the CID a less safe and healthy place to live. This plan will, just like all the plans before it, displace Asian families and businesses, and must not be approved. It would be blatantly racist to continue to ignore the needs of a marginalized community. Now is your chance to do the right thing. The wrong (and racist) choice has been made time and time again. You have a chance to listen to the community and to respect them. Do not allow the new Link to be built on 5th Avenue.	Noelani Stewart

04/27/2022	I am concerned for the potential construction of a new Sound Transit train station in the CID would be detrimental to community. The construction of a station on 5th ave will destroy many small businesses, and the overall impact of construction conditions will disrupt and degrade the well-being of CID. The damage to the culture and community of CID that will result from the construction of a station here will be irreversible.	Evelyn Watson
04/27/2022	Please choose the 4th avenue option, as it will mainly disrupt already idle space, versus the 5th avenue options which would both be cruelly detrimental to the Chinese/International District. Public transit is important, and means a lot to me. But what makes it so special is when it is community driven. Public transit and its necessary construction should not threaten the lives of anyone in the community, let alone an extremely marginalized and abused community. I am begging you to do the right thing and work with the community, not against the community.	Jane Doe
04/27/2022	Please DO NOT build through 5th ave. If you're given the option to build a route through where transit already goes vs a neighborhood where you'll be displacing 19 small businesses and disrupting an entire community that's already been negatively impacted during this pandemic, why would you even think that was a viable option? Build on 4th and let the CID continue to work on rebuilding and strengthening its community & neighborhood.	Loufel Velasco
04/27/2022	I am very concerned about this proposal and how it will impact the CID community — their businesses will experience extreme loss of revenue due to construction. They'll also suffer air and sound pollution.	Hannah Sowle
04/27/2022	Please do not erase historical and cultural buildings/projects/monuments!	C Le
04/27/2022	Hello, As a user and supporter of public transportation I'm usually always very supportive of development to this end. However extending into international district/chinatown and impacts a specific people to the benefit of another. I'm going to speak plainly. This will impact lower and kiddle class Asians to the benefit of upper class Caucasians. Chinatown is historic, this type of development wholesales that history for the convenience of the wealthy.	Davis Tran
04/27/2022	Also, please have the air around these buildings to be safe for those living there and the environment.	C Le
04/27/2022	AVOID FIFTH AVENUE AT ALL COSTS	Collin Jurenka
04/27/2022	Please move forward with 4th avenue for the light rail expansion in the Chinatown/International District. There are small businesses on 5th Ave that are crucial to the community and would be displaced.	Audrey Kelly
04/27/2022	I feel none of the proposed solutions are preferable, but strongly oppose the 5th Ave option.	Allie Burns
04/27/2022	The Ballard downtown core is approximately 5 blocks west of the closest station alternative noted in the EIS. This seems both befuddling and and quite concerning because it could have serious negative effects on the downtown core. Also it does not seem to serve the needs of the ridership who live, work, shop, dine, and seek services in the core. I ask that you reopen the study of the Ballard station placement, the Ballard/Thorndyke Portal, and remedy this significant mistake.	Retired Rep. Mary Lou Dickerson
04/27/2022	I think many people are in support of greater access to public transportation, but it should not be done so at the expense of the residents and businesses of the chinatown-international district. I ask that sound transit move forward with the project on 4th Ave to have the smallest impact on the neighborhood. The option of 4th Ave impacts parking and empty lots while the 5th Ave project would require the demolition and displacement of businesses that are of great importance to the C-ID. Coming after a rise in asian hate crimes and property destruction, moving forward on 5th Ave shows me that sound transit doesn't care about the Asian community and small businesses of a neighborhood that has already been routinely disrupted. If displaced many of these businesses and in turn people's lives will suffer and be unable to repair after years and years of construction. Choosing the 4th Ave option is the obvious answer in order to have the smallest impact on the C-ID and the people who live, work, and spend time there.	Katherine Thorne

04/27/2022	I disagree with the extension of the Link on 5th Avenue in Chinatown/International District as this will displace and cause safety/health hazards to Asian families and small businesses in an area that has been historically marginalized. Members of Seattle's Asian community have been displaced and uprooted many times before due to previous construction projects, I urge you to not let this be another instance of marginalization.	Hannah Gallagher
04/27/2022	These plans will greatly impact residents, small businesses, workers, tourists, and guest in the CID. This neighborhood has experienced significant construction impacts of the Kingdome, Safeco, Centurylink, the Seattle waterfront and demolition of the viaduct. Over and over, the government has neglected the needs and cultural identity of the CID.	Lauren Sewell
04/27/2022	4th Ave option please for the CID light rail station. As a child of Seattle as well as current resident of Central district…As a child of a civil engineer who designed numerous Greater Seattle area streets and sat through long monologues pertaining to traffic flow and street design at many dinners…after reading through all the information you have provided, the 4th Ave option is best for both The growth and accessibility of our city and county, and the preservation of the culture of the CID neighborhood.	Tripat Singh
04/27/2022	Hi and thanks for your time! As a longtime resident of Seattle, I have seen how long-term construction projects can permanently change the landscape of the community where construction is happening (Seattle waterfront, west Seattle, SLU to name a few). I fear for the health of the International District in the face of any option that isn't 4th Avenue. This community has been disproportionately affected since 2020 due to the pandemic and the blatant racism they faced in the wake of the pandemic. A long-term construction project on and around 5th Ave would negatively affect the residents and businesses. We must do everything with can as a city to protect and uplift that neighborhood, as it's such an important part of our city. I urge you to choose to use 4th Avenue for these new hubs as that street is already serving a transit purpose. Thank you for your time and consideration. This decision is not just about transit - it's a decision on how to support the people living in the area.	Denver Bingham
04/27/2022	Opt for the 4th Ave station as it displaces less business and better preserves the community. The ramifications of the 5th Ave diagonal station are too high and would cost the community a great deal of money, far less worth that station. Thank you!	Eric Underwood
04/27/2022	I recommend the No Build Solution. With 680,000 tons of carbon to build it would take 100 years to offset! All this while disturbing the aesthetics of West Seattle neighborhoods and inviting crime and homelessness under the elevated tracks.	Linda Braddock
04/27/2022	I am in support of options CID-1a & CID-1b. It is unethical to displace so many businesses.	Aiyana Inatsu
04/27/2022	This will be a huge disruption to the community that relies on the international district. I am fully against compromising a community that will be severely impacted by this decision. There needs to be another way and option.	Christine Kim
04/27/2022	I am writing to comment against the 5th avenue options for the new light rail station. Chinatown residents have a strong case that 5th Avenue would be devastating to the neighborhood, and the result would only be marginally beneficial for a neighborhood that already has excellent transit access. Additionally, all of the options displace and disrupt a community historically less equitable than virtually all other in the Seattle area. What is Sound Transit's plan to aid and support residents and businesses which will be disrupted/displaced? What kind of noise pollution are these businesses and residents facing that will last 10 years? We urge you to come up with more creative solutions, but the best of those options would be the deep station on 4th.	Debbie Vapheas

04/27/2022	Hello. I wanted to speak up on behalf of Dusty Strings, which is located in the way of the upcoming light rail plans in the Interbay area. Full disclosure, I am employed by Dusty Strings as of last month. Regardless, I am very much writing for my own reasons, and everything I have to say is from my own experience. I would suggest paying a visit to the Dusty Strings harp factory. As a musician myself, it is an extremely impressive operation. It has taken decades of improvements to bring the factory to where it is today, and it is a saddening thought to imagine having to move this factory elsewhere. Aside from the monumental amount of work that would obviously require, the disruption it would cause in the factory workflow could honestly damage this Seattle-born company and possibly hurt their standing in the musical instrument world. I'm the new guy there, and this is already one of the best businesses I've ever worked for. The company prides itself on sourcing materials locally as often as possible, and many of these in-town relationships reach back many years. I've seen the proposal that our CEO, Ray, has suggested (in which the train follows the street rather than carving a path through our factory). As a Seattle resident who feels lucky in having just landed a great job with an amazing company, I humbly ask that you please reconsider the path that would force the Dusty Strings factory to be destroyed. Thanks for the room to speak. Take care, Brian Hunt	Brian Hunt
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing the 4th Ave option will have the least detrimental impact of the neighborhood.	Claire Penney

04/27/2022	Our house is 4115 32nd Ave. SW. 98126 We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing. Re: Avalon Station Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station. Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood. I have personally almost been hit 12 times crossing at the crosswalks on Genesee/32nd between Fauntleroy/32nd Ave. SW. Adding 1200 daily boardings will add an undetermined increased amount of cars driving to the area in a hurry to make sure somebody catches the train. Sincerely, Paul Haury and Alizah Olivas, 4115 32nd Ave. SW. 98126	Paul Haury
04/27/2022	I do not support this expansion because of how it will displace Asian families in the international district and disrupt the environment.	Adam Amster
04/27/2022	The 5th Ave S option for a new train station in the Chinatown International District will displace many small businesses, require years of street closures. detours, construction and loud machinery in the CID and destroy many important cultural and community gathering spaces. Businesses that aren't displaced will lose significant revenue and CID residents will bear the brunt of poor air and sound quality. Of the options proposed in the CID, 5th Ave S would add to a long history of government infrastructure projects shaping the neighborhood with significant cost to CID residents, businesses and cultural identity.	Nicole DiMichele
04/27/2022	I believe we need more transit, but not at the cost of the international district local business. Closure up to 11 years would drive these business without business after the initial insult of the pandemic and the persistent insults of increased crime. Of note, poor air quality and loud construction would negatively impact the residents of the area. My comment is to use the alternative route on 4th Ave.	Emily Nguyen
04/27/2022	My strong preference is that alternatives CID 1a and 1b be prioritized for the Chinatown/International District station. I am a seven year resident of Pioneer Square, regular Link rider, and frequent visitor to the International District. The ID is home to many historic restaurants and businesses that contribute to the unique and diverse character of Seattle and I am concerned that alternatives CID 2a and 2b will cause irreversible damage to the neighborhood due to the outsized impact on existing businesses compared to other alternatives. In my view alternatives CID 1a and 1b do the best job of balancing the transit needs of the city overall while preserving the integrity of a neighborhood that was standing long before the light rail expansion was conceived.	Amy Ryan

04/27/2022	Concerning the Chinatown-International development, as a Seattle native and one who has grown up in the CID area with ties to Little Saigon, I would like the least amount of disruption to businesses and places of residency. This is why I'd choose the 4th DEEP station option.	Dani Tran
04/27/2022	Tunneling is preferable, especially when the cost advantages of elevated and surface alternatives have evaporated. Only tunneling will allow BNMIC and its industrial users to survive and flourish.	Kirk Robbins
04/27/2022	Please don't bulldoze, demolish and destroy Chinatown / International District. There is significant history in that neighborhood of great importance to Seattle. There are also many thriving businesses which would be displaced. This is a real living, vital, multi-generational neighborhood which has a strong community!	C M Steen
04/27/2022	Dear Sound Transit Board of Directors, As a Seattle resident and member of the community, please consider going forward with 4th Avenue segment alternative CID-1b. After reviewing the Draft EIS for the Chinatown-International District Segments (Table ES-5) it is evident how each option varies with their pro and cons and any of the options will negatively impact communities whether that be by costs or inconvenience. Out of all the options, the CID-1b alternative seems the most ideal having the least impact on the CID neighborhood vs any of the 5th Ave alternatives which would displace far more businesses, their employees and patrons. The Chinatown-International District has faced construction projects time and time again at the cost of the community while diminishing cultural significance. Please take into consideration this feedback and proceed forward with the 4th Ave alternative. Thank you for your time and consideration. Sincerely, Megan D.	Megan DeMorse
04/27/2022	Please do not choose an option that requires Alki Beach Academy to move or close. It serves a crucial role in the West Seattle community and really shines as a safe and loving school for our small children.	Kelsey Mangan
04/27/2022	Eliminate the Avalon station please. Unnecessary expense. Use the money to build underground.	Ryan Schmies
04/27/2022	If you put in a light rail station at 5th Ave S, you will be displacing 19 small businesses. Instead, you should use the 4th Ave s location. Listen to the community you will be disrupting. Their voices are important and matter.	Hannah Narramore
04/27/2022	I support increased access to public transportation, but the 4th Ave option for the station is too disruptive to a community that has historically been marginalized anyway. 5th Ave options are better and less disruptive. The seattle community stands with 4th Ave and petitions for an alternative and less disruptive option. Thank you.	Chloe Dahleen
04/27/2022	My previous comment mixed up the options. The 5th avenue option is more destructive, and 4th Ave should be chosen. Thank you.	Chloe Dahleen
04/27/2022	I am commenting on the Chinatown-International District portion of the Ballard link extension. I strongly prefer the 4th Avenue alternatives and prefer the 4th Avenue Shallow Alternative (CID-1a) alignment. Please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. Please prioritize reducing displacement of businesses in the CID historic core -- less than 5 -- and provide any displaced businesses with generous relocation assistance. Please prioritize mitigation of construction impacts on residents and neighborhood landmarks. 5th Avenue alternatives have unacceptable impacts on the historic core of the CID and would result in inequitable displacement of a neighborhood and communities that continue to fight for their very survival in our city. Regarding the rest of Ballard link and West Seattle link, I support the priorities and alternatives preferred by The Urbanist.	Rebecca Lavigne

04/27/2022	Please reconsider the new station plans for the C-ID. The businesses on 5th Ave and the surrounding areas would suffer immensely from these plans if construction/closures last 10+ years as proposed. I am a born and raised Seattle native and the International District is a neighborhood with such significance to the city, tourists, and most importantly the asian community. I urge you to consider alternate routes/options. Thank you.	Katelyn Saechao
04/27/2022	I am in favor of moving forward with the light rail expansion on 4th. This does not disrupt the neighborhood core as intensively. The 5th ave proposals will permanently change the National Register Seattle Chinatown Historic District in a way that the 4th ave solutions will not. This neighborhood has already seen and endured so much in the name of transportation development. Please listen to CID residents and small business owners and do right by this treasured and diverse community.	Hannah Rosentreter
04/27/2022	I do not understand why you guys would want to build a new transit station in the CID when there is already one? As a small business owner in CID, it would not only hurt the businesses, with the decisions that you are implementing will cause some to even lose their business. Before making this decision, why don't instead you guys provide a grant support for all of us since you have too much money?	Joanne Lam
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. This is a much needed resource for the local community. Thank you for your time and attention to this issue.	Jane Luterek
04/27/2022	I writing to comment against the 5th avenue options for the new light rail station. This will clearly disrupt and displace a community far more than the 4th avenue options. Will Seattle Transit do anything to aid residents and business that will be displaced during and after construction? Also, It would be very irresponsible of Seattle to cut into a community that is already less equitable than others.	David Burns
04/27/2022	Please consider laying tracks under 4th Avenue to avoid taking land from the Chinatown Historic District.	Leanne Greer

04/27/2022	Please, please, please go with Option 4. Underground stations that don't have actual stairs as a backup for when escalators/elevators (inevitably) fail or there's an actual emergency are both infuriating and dangerous. This happened at the Husky Stadium station a few years ago and the anger/disbelief was palpable; there was practically a riot. How had nobody planned for a simple mechanical failure that could block everybody from using the station? If the escalator was broken, why couldn't we just use it as stairs, at our own risk, as they do in other cities? Wasn't this supposed to be a fancy, brand-new transit system? People were berating the poor employees who were posted there just to turn them away, it was awful. I was lucky enough to be able to cross the street and take a bus that got me to my destination on Cap Hill in 35 min; others didn't have that option and spent hours standing in an epic line, getting nowhere, even though the rail was running right underneath their feet. I'll admit I even currently avoid the Beacon Hill station for this reason, as well--it just doesn't feel safe to not even have an escalator. Additionally, Option 4's shorter underground walkways would also be/feel much safer, requiring fewer patrols of safety officers, etc. Keeping both rail stations as close together as possible just makes more sense. I say this even as an occasional customer of Joe's Bar and Grill, which is truly an iconic neighborhood institution in a rapidly gentrifying city that's shuttering too many of its historic dive bars. Please give the displaced businesses the money they need to find new space nearby. Maybe enough so Joe's could move into the J&M Cafe's old space...or anything other than just closing up shop for good. Thanks very much for your careful consideration.	K P
04/27/2022	Directors: I worked in the ID-CT area for 12 years from 2007-2020. I have a history of how decisions have been made concerning transportation issues in this neighborhood. Transportation issues have never been made with the community in mind or brought to the community with transparency. Decisions have been made first and the community told later and then mitigation 1. shutting down the parking (over 200 spaces) under the freeway to house equipment for the I-90 repair project. 2. impacts from the light rail tunnel project 3. decision on the location of the street car maintenance barn 4. moving the maintenance barn from Pier 70 area to the Charles St. facility 5. and now the light rail hub 4th Ave vs 5th Ave. The full project for the light rail hub has not been fully detailed or what the full impacts will be on the businesses and those living in the area, just generalities and promises everything will be taken into account. I am already suspicious a decision has been made. I think the city and board have decided the 5th Ave proposal is the best decision to lessen the impact of traffic going into the downtown city core and this is more important than the survival of the ID-CT neighborhood which has been part of Seattle since the 1880's. Like past decisions, why protect a neighborhood that has a low income, less voters, less lobbying power, a haven of crime and homelessness, etc. I hope this is not the case but if the 5th Ave site is adopted, it means that the ID-CT neighborhood will not survive and become just a memory in the history books. Any prolonged closure of the streets and avenues in this area will destroy this fragile community. Just look at Portland's CT as an example or what happened to SF's chinatown when they shut down the only ramp leading into the neighborhood after the 1989 earthquake.	John Hom

04/27/2022	As a resident of Phinney Ridge, I visit Ballard several times weekly. I know the streets well and the best route for the light rail should be WEST of 15th Ave NW. The majority of Ballard businesses are west of 15th and Swedish Hospital is also west of 15th. There should be a station as close to Market Street as possible, probably near 16th or 17th NW. The route should be via tunnel, under the Ship Canal. I imagine it will be more expensive to build, but will disrupt streets in Ballard less during construction and it won't impede ship traffic in the canal or be impeded by draw bridge openings for ships to pass. Sincerely, Thomas Booze RN	Thomas Booze
04/27/2022	The CID has already been divided by major transit construction. Why does the new train tunnel also have to come through? I prefer 4th Ave options, CID-1a and CID-1b, because they will be the least disruptive options to the businesses and culture of the neighborhood.	Nancy Mariano
04/27/2022	I'm here to write against the options for the light rail station on 5th Avenue. Any option for a station on 5th Avenue would be devastating to CID—something that is all to common to a community that has been displaced numerous times and stripped of their livelihoods. Any option of the light rail taking place on 5th Avenue would just continue this cycle of violence against the International District community. Is there any plan by Sound Transit to support the many residents in this area that would be displaced, businesses disrupted or residents disturbed by construction nuisance for the next 10+ years? In conclusion, the deep station on 4th is the best of the available options, but I urge you to come up with more creative solutions that don't uproot peoples' livelihoods.	Michael Hoffman
04/27/2022	4th Avenue!!! Do not disturb the Chinatown-International District on 5th!! Home to hundreds of families and local histories of Seattle's Asian and migrant populations.	Emily Uechi
04/27/2022	It will be not smart to build the new station along 5th Ave in the China international district. It will affect lots of jobs and business. As someone who visits the CID frequently it's been a juggle to learn the new traffic patterns to get through the neighborhood. Thanks for reading.	Irene I

04/27/2022	To whom it may concern, My name is Seumas Gagne and I am a professional harp performer and teacher born and raised in Seattle. I have been playing the harp since 1981, when Dusty Strings had only been in business for three years. As my own education, then career progressed I had the opportunity to play harps made by nearly every manufacturer and none surpass Dusty Strings instruments. Everywhere I go in the US, Canada, and the UK to teach and perform harp players all know where Seattle is, even if they aren't sure about the difference between Washington State and Washington DC and that is because of the unique contribution that Dusty Strings makes to the stature of our city. Sound Transit has tough choices to make. As currently proposed, the only route that would not force Dusty Strings to move is the Elevated 14th Avenue Option (from Prospect/15th), also known as IBB-1b. Other routes could possibly be adjusted in order to spare our building and five other buildings, and follow a public street instead. If they are forced to relocate, it could be very difficult to find another space within Seattle that will meet their needs as a unique manufacturer and small business. Their custom-designed building and owner-occupied model have made it possible to stay in Seattle as the costs of operating in Seattle have driven other manufacturers out of the city. Having to move outside of Seattle would certainly mean a major disruption to their instrument-building operations. It could also mean losing 20 to 30 years of instrument building expertise if their longtime employees are forced to leave their chosen careers in order to stay close to their families in Seattle. Thank you for considering how this decision will potentially impact this business that supplies highly sought after musical instruments to the world. Thank you for considering their employees and the potential loss of a unique skills that the employees possess. Sincerely, Seumas Gagne www.seumasgagne.com	Seumas Gagne
04/27/2022	While I am extremely supportive of building the Ballard and West Seattle links, I would like to express my support for the SIB-3 South Interbay Segment Alternative. The tunnel exit at the dead end of West Republican Street will disrupt a quiet, residential street. As one of the many residents of the dense condo buildings that occupy the dead end of W Republican Street, I appreciate that one of the assets of Seattle are the proximity of residential to urban environments. This dead end is a perfect little refuge from and yet only blocks away from the center of Uptown. It's buildings like mine keep this neighborhood vibrant! I ask you to protect the green and residential spaces that abut Elliott south of Mercer St. Tunnel under W Mercer Street and exit to the elevated rail on the other side of Kinnear Park. This will create less long term impacts on quiet residential buildings, the trees, water views and lack of passing trains we now enjoy.	Natasha Rodgers

04/27/2022	The building of ST3 is a once in a generation opportunity. We have to get it right and getting it right means building a transit system which is optimized for transit. Transfer times between lines, station entrances, and other modes of transit should be minimized. Trains should not be routinely stopped by anything other than a station. Stations should be built where people are, or there needs to be concrete plans for up-zoning the land around them. Lines should be set up for expansion. All of this specifically means: Building a truly shallow station in the CID Not building a moving bridge to Ballard Building the Ballard station on the west side of 15th, or entrances on both sides of 15th Building many reliable, fast, and frequent elevators/escalators, especially at any stations which have to be built deep Leave room for expansion East<->West in North Seattle Construction only lasts a few years, while the lines laid last down can last for 100s of years, but only if they are placed in the right spot. Otherwise we will have wasted all of our time and money for naught.	Matthew Rayermann
04/27/2022	4th SHALLOW or 4th DEEP but no 5th! Do not relocate businesses so vital to the the CID area. What purpose would this serve if the businesses here are displaced for a station that would lose meaning in its name. I do not like the deep option other than the fact that fewer businesses and no homes are displaced. The 4th shallow will take a lot of time but it seems to be the better option in the long run. Please go with 4th shallow with 4th deep second.	Dani Tran
04/27/2022	In general, I implore the decision makers to pick SIB-3 as I live along Elliot Ave W, and will likely either have my home demolished or my property value greatly diminished by the elevated tracks proposed in SIB-1 or SIB-2. My husband and I just spent our life savings to buy into this condo community as our first home. We have incredible beauty in this area and this will really impact many of our lives. It would be incredibly sad to lose the mountain and water views all around. This would be the direct impact of elevated tracks proposed in SIB-1 or SIB-2. Should this be unavoidable, please consider including the purchase of the building. Thank you for taking this comment into consideration and for adding much needed infrastructure into our city.	Faith Nyakundi
04/27/2022	I'd like to recommend that the Sound Transit Board adopt WSJ-5 as its preferred route. That seems to be the winner across the board since it is less expensive and impacts fewer residences. Thank you for your consideration. Rachel Mishra 4426 38th Ave SW	Rachel Mishra
04/27/2022	The C-ID is a unique neighborhood, and uniquely vulnerable. Sound Transit needs to provide greater clarity around how the negative impacts of construction and street closures will be mitigated. Currently the DEIS seems to offer an overly simplistic view of the impact on the residents and businesses of the C-ID, as well as the many visitors and tourists to the area. It is not taking into account the longer term effect of transportation disruptions and business closures on the cohesion of the neighborhood. Public transit is an important service, but too often the costs of providing this public good are shouldered disproportionately by communities of color. In considering the impacts of this expansion, Sound Transit must provide stronger assurances that needs and concerns of the C-ID are being adequately addressed, so that this incredible neighborhood will continue to exist and thrive after the expansion is complete.	Jennifer Sunami

04/27/2022	I believe that for the proposed International District station, the 4th Ave. Shallow Station is the better alternative than the 5th Ave one. The International District is an area known to have a vibrant community and the 5th Ave plan would displace too many local businesses and residences that have a history of being subjected to systemic inequality. The 4th Ave alternative offers less displacement and would be the better option.	Thomas Sugimoto
04/27/2022	Regarding WS Link Extension: Stations: The Avalon station is unneeded. As planned, it is less than 1 mile (.8 mi. from the Junction station and .7 mile from the Delridge station). The area between stations is very walkable with sidewalks and pedestrian amenities. WS Stadium and WS Golf Course are located close to the proposed Avalon station, but the stadium is used minimally by private schools. The golf course and stadium have a large parking lot that serves both facilities. The Delridge station is most functional sited near SW Genessee St. (DEL-1a to 4). DEL-2a and DEL4 are preferred. Locating the station near Youngstown Cultural Center, SW Youth & Family Services, and the Delridge Community Center, Skate Park & Playfield ensures that light rail will serve the community well. These facilities are hubs for the less affluent "east side" of West Seattle, particularly for underserved youth and families. None of these facilities has a large parking lot, so users rely on public transportation. Siting the Delridge station farther north (DEL-5 or -6) would be a blatant disregard of the practical needs of our community. Alignment Based on the need for siting the Delridge station close to community hubs, I firmly support the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5).	Marcia Kato
04/27/2022	I voted for Sound Transit 3 and am a passionate believer that bringing light rail to West Seattle, among other neighborhoods, is an important thing to do. I'm also a big believer that creating—and preserving—as much housing as possible is critical for keeping Seattle affordable for all people. For that reason, the tunnel options currently being considered for West Seattle are the only logical choice for light rail, in my view. The destruction of homes necessitated by the elevated options, along with those that would be destroyed by a later extension of elevated light rail southward towards Burien, would be a setback to the lives of West Seattleites and to housing affordability in this city. World class city's like New York and Paris have figured this problem out already: Put the trains underground. Respectfully, Nick Wingfield	Nick Wingfield
04/27/2022	Please don't have the light rail station expansion into Chinatown. This is an historic neighborhood serving primarily Seattle residents of color. The burden of this construction and destruction of our city's history would disproportionally affect Asian Americans. That is not right! Seattle is better than that. Put it on 4th Avenue where it won't affect already disadvantaged communities	Monica Dewald

04/27/2022	The following is in support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Rahul Thirumala Kumara
04/27/2022	The following is in support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Rahul TK

04/27/2022	Dear Reviewer: Attached are my comments on the West Seattle-Ballard Link Extension DEIS. I have provided my comments as a resident of the Mt. Baker neighborhood in Southeast Seattle. Overall Organization Given how this alternative presents two segments opening at least 10 years apart, I believe that the DEIS should be republished into two DEIS documents. The content of many sections already has been divided this way. The choice to combine the details into one large document makes it unwieldy to review and respond. There is nothing inherent in the project that requires that it be one large DEIS. The certification of this DEIS will be particularly cumbersome as a large document. With two DEIS documents, the West Seattle segment could achieve certification with less addenda to address inadequacies in this DEIS version and legal challenges that may result in the overall DEIS. In this way, the West Seattle Link Extension may be able to begin construction sooner. Chapter 1: Purpose and Need Section 1.2.2.2. Downtown Seattle Transit Tunnel Capacity Constraints This section does not present the capacity constraints of the Downtown Seattle Transit Tunnel. Instead, it attributes the addition of a second tunnel to a study not presented in the DEIS. Because the second tunnel is a substantial part of the expense of this project, this assumption needs to be clearly verified. As this is also listed at Need #2 throughout the document, explanation of this need is expected! In this way, I find the current document flawed and incomplete. By using the data found in the supporting documents, it appears that the Downtown Seattle Transit Tunnel is not constrained as stated in the Purpose and Need. One source of the capacity constraints data is found in the Transportation Technical Report Appendix N1. In this report, it presents an overcrowding of rail lines in the current Downtown Seattle Transit Tunnel. However, this overcrowding is presented at an assumption of three minute headways or 20 trains an hour in the peak direction. Sound Transit has indicated on Page 292 that an average of 892 and 865 riders would be on overcrowded trains at these three minute headways. If the headway was reduced to two minutes, those trains would appear to have 595 or 575 average riders per train, leaving 295 to 275 standing riders. If more frequent trains were assumed (2 minutes rather than 3 minutes), the available capacity per train appears to offer 4 square feet per person at the peak hour in the peak direction, meaning that an adequate Level of Service D would be attained if all the trains were in the current Downtown Seattle Transit Tunnel. In other words, these is quantitative evidence in the DEIS that contradicts the stated Purpose and Need #2. Further, the allocation of trains in the peak direction should be balanced. Currently trains are forecast to run to West Seattle every 6 minutes during peak periods, however, the aggregate ridership on the West Seattle segment is not high enough to warrant this frequency. Thus, some trains in the current Downtown Seattle Transit Tunnel should continue to run into Southeast Seattle, as this segment is the most susceptible to overcrowding. Chapter 2: Alternatives Considered The alternatives presented in this DEIS are inadequate and do not cover the range of alternatives anticipated in in a DEIS for new rail corridors. In particular, DEIS for new rail transit corridors typically include an examination of different rail technologies. One technology in particular, automated trains such as those planned for the Ontario Line in Toronto, affords a higher level of service frequency than is proposed here as well as would allow for smaller stations to be built along the corridor (resulting in substantial cost saving). To provide this, the corridor operational plan would have to be revised so that the West Seattle-Ballard segments would be served by this line rather than by mixing it with the current 1 Line. Changing to a more frequent, automated rail line would save costs for the system and provide more frequent service for the riders. Another alternative not considered was a different service configuration of the current 1 Line from Southeast Seattle into its current alignment through Downtown to UW and North Seattle. Because of this omission, all alternatives result in significantly longer travel times from Southeast Seattle into Downtown and points alone the 1 Line today. This is not only due to the excessive amount of time to complete a transfer required given the vertical distance and horizontal distance between the current station and the proposed new station, but the proposed new stations are substantially deeper so that even most Downtown destinations will take longer to reach in the Build alternatives than in the No Build alternative. As Southeast Seattle contains a large low-income population as well as many residents and businesses of various ethnic groups include East Asians, every current Build alternative would make places in the Chinatown-International District area more difficult and longer to reach than the current line offers today. Another alternative not considered was to operate the Ballard to Downtown segment as a stand-alone automated rail line, with West Seattle and Southeast Seattle lines both using the existing tracks in SODO and through the current Downtown Seattle Transit Tunnel. A line that ends at Westlake would allow for station elevations at Westlake to be shallower, and possibly at the same level as the southbound platform. Finally, there are not alternatives presented at SODO to allow for same-direction cross-platform transfers. Instead, every alternative requires making vertical level changes at this station. Since the vertical elevations are more pronounced at Westlake and Chinatown-International District Stations, the SODO station is the most logical place to provide same direction cross platform transfers between 1 Line and 3 Line. With a	Joseph Story

cross platform transfer, riders must simply go between 20 to 25 feet on the same level (less than 10 seconds), and riders would not have to walk to then queue at escalators, stairs or elevators located at the ends of the platforms. This would reduce the transfer time at SODO from as long as 3 minutes to a less than 10 seconds. This is an appropriate mitigation for the added time required for existing 1 Line riders to have to use new deeper stations in the proposed system presented in every alternative.

A simple refinement of the SODO station layouts and nearby track configurations would enable same direction cross platform transfers. A substantial amount of grade crossings already must be built between the proposed West Seattle branch and the central Operations and Maintenance Facility (OMF). The current track configuration is for tracks to be operated in a northbound-southbound-northbound-southbound pattern. This makes it difficult to provide switching between tracks. If the tracks were configured with the northbound trains on the east and the southbound trains on the west (the tracks headed to Southeast Seattle as the westmost of the four tracks, with a new connection to the existing tracks at the OMF), or the northbound trains at ground level and the southbound trains on an elevated level, track switching will be much easier to accomplish. Switches are particularly important if a train must stop due to a service disruption, meaning that hundreds of riders would need to transfer from one train to another.

At several times in the alternatives development process, I have made both written and verbal comments at public meetings to explain why same-direction cross-platforms are needed at SODO and how it can be accomplished. However, no changes were ever made in the subsequent versions. Now, with the recent revealing of how much longer and more difficult transfers will be at Westlake and International District – Chinatown Stations, I again request that this design refinement be made.

A technical note is that I have not found any explanation of forecasted rail line transfer volumes by direction. Instead, broad references suggest that transfers occur at one of three stations but there is no indication of how many will be transferring from and two which line in which direction. Without these details, it is not known how much importance needs to be placed on making transfers more seamless and on the same level. The aggregate time delay added for Southeast Seattle riders should be documented as a negative impact.

Chapter 6: Alternatives Evaluation

The presented alternatives in the DEIS focus on the construction of the project, but not the operation of the project. By omitting the impacts to the operation of the revised system, it fails to complete a disclosure of all the impacts that will arise from the proposed alternatives.

In particular, the residents of Southeast Seattle are negatively affected by the proposed rerouting of the 1 Line from the current tunnel to the new, much deeper one because of the resulting additional travel time and transfer time. Southeast Seattle is a community of many lower-income individuals and transit-dependent people as well at a number of ethnic groups that will have long transit travel times as a result of this operational change. The report is silent on this negative impact, and this should be mitigated in some way, by either providing cross-platform transfers at SODO and/or interlining some or all of the current trains to and from Southeast Seattle into the existing Downtown Seattle Transit Tunnel. Without analyzing the operational impacts to Southeast Seattle, this DEIS is incomplete in the disclosure of impacts and consideration of these mitigation actions as required by NEPA and FTA.

Need #4 states that the WSBLE project is supposed to improve multi-modal connectivity for transit-dependent residents, low-income people and communities of color. However, accessibility and connectivity in all project alternatives are SIGNIFICANTLY WORSE THAN THE NO-BUILD ALTERNATIVE for these demographic groups that reside or rely on destinations in Southeast Seattle because of the added travel time and effort to use the proposed new stations in the proposed operational configurations. The access times between the street and platform are longer Downtown by at least 2 to 4 more minutes, while the total travel time to reach UW (not only the academic campus but the medical center), Capitol Hill (Seattle Central College) and other points in North Seattle will increase by 5 to 8 minutes using the current transfer-averse station designs. As a trip from Columbia City to Capitol Hill using Line today is 21 minutes and will increase to 26 to 29 minutes, this is a 24 to 38 percent increase in travel time as an example! If the SODO station is redesigned for same-direction cross-platform transfers, this delay could be reduced to only 22 minutes if trains are scheduled to arrive at SODO Station at about the same time, and become a much less significant impact. Similarly, accessing destination from the new Chinatown-International District platforms will add 2 to 4 minutes to every trip once leaving the train.

You may contact me to ask me for clarification on my comments.
Thanks in advance for responding to my comments,

Joseph Story
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04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. As someone who grew up nearby and frequents the businesses, I have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Then the traffic from the detours that could cover for 6+ years? Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	C Le
04/27/2022	There needs to be a less racist, less gentrifying, less devastating way to build a new station near the CID. this plan is lazy and poorly thought out and clearly shows that ST doesn't care about the community that resides there.	Gina Barnhill
04/27/2022	We much prefer the longer tunnel alternative into the junction to preserve the look and feel of our thriving business community. I also believe we need to keep all three stations to allow access to more citizens.	Sharon Hoover
04/27/2022	Your construction plans are going to ruin a ton of small business owners. Ask if covid xenophobic vandalism wasn't enough.. give these people a chance. Route your station elsewhere	Loc Nguyen
04/27/2022	I am asking the city to consider the 4th Avenue construction option over the option on 5th Avenue. While both option will affect local small businesses, choosing 4th Avenue will affect far fewer. It is unfortunate that the city is choosing one of the few neighborhoods in Seattle that has historically been home to people of color to upend and further gut.	Imaan Ramezanzadeh
04/27/2022	This will disrupt and displace the people who call CID home. Do not do this.	Abigail King
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. As someone who lives nearby and frequents the businesses, I have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Mari Onoye

04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. There are very few locations in the area where families can get access for infant care. Through the pandemic mothers have left the workforce in large numbers, in part because of lack of childcare. Please don't make it harder for families by impacting a caring, critical part of our community.	Chloe Wear

04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Brandon Wear
04/27/2022	Your current plan laid out to put the expansion in the CID is going to have negative impacts before, during and after construction phases. Some buildings would have to be torn down, including many small businesses. Ping's Dumpling house is an institution that my family frequents, they have recently finished a remodel to expand their business. I was born and raised in Seattle, with my elders all working in the International District. We have seen many changes over there decades. I am not opposed to change, however I don't want this change to occur at the expense of small family owned businesses that have worked so hard to maintain their livelihoods and enriched our community. Please look at other options and work with community led organizations such as the Wing Luke Museum and SCIPDA. Thank you for your consideration.	Joselynn Engstrom
04/27/2022	Building this link station is irresponsible and racist. By destroying a poc community for “transportation” is thinly veiled capitalistic racism that purposefully tears apart communities. At least a decade of construction will decimate most of the local businesses in the area and force residents to move away from their support networks and into other housing that they can’t afford. Do not build this.	Olivia Anderson
04/27/2022	It is crucial we go with one of the 4th Ave options (CID 1a or 1b) and NOT one of the 5th Ave options (2a and 2b). The 4th ave shallow option is least harmful to the businesses and community members who live and work in the ID. The 4th ave options do not involve demolishing existing businesses and keep construction farther from the core of the neighborhood. I have been coming to the Chinatown International District since I was a child. As an adult, I still visit the ID almost every weekend. This neighborhood is an important cultural center and home to many elders in our community. Demolishing buildings, eliminating family run establishments, and having construction in the heart of the neighborhood (which are part of the 5th ave options) will have horrible impacts. The 5th ave options will negatively affect business, health, and daily life for our community. For these reasons I believe we must go with one of the 4th ave options and NOT the 5th ave ones.	Mara Chang

04/27/2022	The local community of China Town does not want a station. Do not bulldoze a neighborhood of color, displacing many. This station will destroy the livelihoods of mom & pops who will face disruption during construction and being priced out due to gentrification. I urge you to speak to the people who live in the places where stations are being planned. Do not destroy a vibrant community.	Sarah Smith
04/27/2022	Don't build a light rail through CID. It hurts way more folks than it helps.	Emily Cai
04/27/2022	Please do not impede on the businesses around 5th ave in Chinatown! We have been displaced far too many times, with recent development in the little saigon area affecting our communities. 4th Shallow is the only acceptable option.	Tam Tran
04/27/2022	I am writing to comment against the 5th avenue options for the new light rail station. Chinatown residents have a strong case that 5th Avenue would be devastating to the neighborhood, and the result would only be marginally beneficial for a neighborhood that already has excellent transit access. Additionally, all of the options displace and disrupt a community historically less equitable than virtually all other in the seattle area. What is Sound Transit's plan to aid and support residents and businesses which will be disrupted/displaced? What kind of noise pollution are these businesses and residents facing that will last 10 years? We urge you to come up with more creative solutions, but the best of those options would be the deep station on 4th.	Matt Draus
04/27/2022	I strongly urge the Sound Transit Board to choose the 4th avenue alternative for the CID light rail station. While all options would clearly have an economic impact on the area, it seems clear that the 5th avenue alternatives would have lasting and profoundly detrimental impacts on the already vulnerable Seattle CID and AAPI communities. The businesses displaced/impacted are vital and much loved pieces of the neighborhood. The the people of the CID already face enough discrimination, systematic displacement, and economic hardship. Please, do not disrupt and destroy what had been built there by going ahead with either of the 5th avenue alternatives. Thank you.	Hayden Johnson
04/27/2022	We hope that you will reconsider the route of Seattle's proposed light rail project. Dusty Strings Harp and Dulcimer Factory is right in the proposed path and would have to be relocated. This business is an important and innovative party of the international harp community. Dusty Strings Harps are known worldwide for their quality and beauty of sound. They have been in business many years and they help support our harp teaching initiative in Guatemala, called Arpas En Armonia. It would be a disruption to the world harp community to lose this important part of the harp community. I hope you can find another route, which does not impact Dusty Strings Harp Company.	Patrice Fisher
04/27/2022	Page ES 22. I am in favor of either of the the tunnel options for the West Seattle Junction Station, preferably the 41st Avenue option. The Junction is a dense and vibrant area with multiple new apartment buildings as well as multiple former single family lots now with increasing numbers of ADUS and subdivided properties. Yet the area has retained a low rise, welcoming, human scaled environment. A large concrete elevated structure would be a scar running through the neighborhood, destroying the sense of safety and community that walkable streets now provide. In addition, the number of homes, including apartments and less dense housing options would be lost with the teardowns needed for the elevated option. Thank you.	Emily Wingfield
04/27/2022	I will echo the concerns of impacted community members: " "We can't afford to lose any of the remaining buildings and land surrounding the few blocks there," said Jesse Tam, a director at the Greater Seattle Chinese Chamber of Commerce. "We have a vibrant economic community that is servicing hundreds of thousands of consumers and residents in the neighborhood; our space is tight with very limited space to grow or to expand."" Build the station on 4th to limit the impacts to small businesses in the Chinatown International District. Best, Rachel	Rachel Ravitch

04/27/2022	Downright a disgusting abuse of power to build over top of local businesses in Chinatown-International District and further gentrify the area. Just because it's big business does not mean you need to demolish smaller ones to fit your blaring obvious attempt at staying relevant as a tech city. No one needs another "easy access transport" option, especially when the other ones are lacking and/or not finished themselves. Consider the people you're impacting and their livelihoods. Going through with something like this will let us know that Seattle values money and greed, not people.	Delaney Messitt
04/27/2022	Please only expand the ID station to 4th Avenue and NOT 5th, demolishing existing businesses.	Camilla Guevara
04/27/2022	Please proceed with 4th street. The 5th street option will disrupt the beloved CID Seattle knows and loves	Olivia Johnson
04/27/2022	I highly oppose the Link Extension project as it now stands, including all of the alternatives proposed, mainly for its impact on the Chinatown-International District neighborhood. I personally love using public transit and love that our city is proactive about it, however I cannot in good faith support this project when its implementation would mean profoundly negatively impacting the Chinatown-International District community--many of whom are low-income, immigrant elders who are particularly vulnerable. Apart from creating serious permanent disruption by demolishing buildings where people in the CID live and work, the longterm construction will almost certainly cause the closure of many small, family-owned businesses in the vicinity over time. Not to mentioned the polluting effects and decreased air quality that will result from this that will likely affect the children and elders of the community. The idea of essentially bulldozing the CID, a historically-significant, majority Asian-American neighborhood, furthering gentrification and historical and cultural erasure is absolutely unacceptable to me, and I hope Sound Transit will consider other options that will not do this amount of profound harm.	Anna Downing
04/27/2022	Please do not build the light rail with the 5th Avenue option as it will detrimentally impact many businesses and community members in the ID. Please actively consult local neighborhood businesses and members for where the line should be to minimally harm this historical and important community.	Erica Ng
04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Chloe Erwin

04/27/2022	The board needs to reevaluate and recognize the amount cultural and heritage damage that will be done if any of these drafts get put into place. The C-ID area has a rich history of the city not respecting the cultural and heritage meaning that the physical location and allll of the store fronts/buildings and PEOPLE that would be harmed in this process. Do not make the mistakes of the past and recognize how this community can lend help and support for new and better ideas, instead of following the colonial path of destruction in order to build something that feeds into the capitalistic cycle of this city.	Kassie Procopio
04/27/2022	Please consider the less invasive ideas proposed by SkyLink. This is a viable option. Possibly in addition to the proposed light rail options. Thank you. Sincerely Danny	Danny Meulbroek
04/27/2022	Please consider moving forward with the CID new station on 4th avenue or elsewhere. Having the new station on 5th would severely impact the neighborhood and continue to negatively affect the minorities and working class individuals in the community. Creating the station on 5th would displace businesses, workers, and meeting places for the Asian American community in Seattle. Please consider moving forward on 4th Ave or elsewhere.	Michelle Taam
04/27/2022	Please do not destroy so much of what makes the ID a wonderful place to bring the light rail into it.	Duncan Starboszko
04/27/2022	Please consider the displacement and impact on the ID with choosing from these different scenario plans. The ID is a home to the AAPI community. It is our sanctuary (as well as anyone who loves boba or dim sum). Jokes aside, the pandemic has made it hard for our AAPI community. It's hard to feel safe in a place that historically AAPI ancestors made for their own protection. Many of us have worked hard to create the ID and nourish it so that it has that energy to fuel our community and extend to other communities. With the proposed new link and the ensuing construction, this disrupts 1) access to spaces and restaurants, 2) AAPI owned businesses, and 3) ability for community to gather. Choosing the 4th Ave Alternative seems like the least impact on the main arterial street to the ID. Please chose and plan for the least impact. Thank you.	Vic Ly
04/27/2022	The following is support for selecting the 6th/ Mercer DT-2 and the Prospect Street Station/Central Interbay SIB-3 segments. According to Tables 6-6 and 6-7, the 6th/ Mercer DT-2 option connecting to the Prospect Street Station/Central Interbay SIB-3 option overall displaces a lower number of residences and keeps a longer distance of train underground. This combination of segments should be selected to help maintain our residential communities. According to Table 6-6, the 5th/Harrison DT-1 option will have permanent vibration effects on some of the arts facilities, including Seattle Rep Theater and KEXP. Therefore, the 6th/Mercer DT-2 should be selected. According to Attachment N.1E-28, the 5th/Harrison DT-1 option will close Republican Street for 5 years. Appendix J Drawing L50-6SP104 confirms that this closure will prevent access to the parking garages of the Luxe Condominiums, and temporarily prevent entrance to two secured parking garages for the building, displacing over 27 parking spaces (some have lifts for second cars) for 5 years. Table 6-6 does not acknowledge these displacements. This should be a consideration to proceed with the 6th/Mercer DT-2 option instead.	Ethan Piraino
04/27/2022	Hello, I would just like to comment on the current plans for expanding to the CID station and how it will impact the community, the residents, small businesses and the overall well-being of the CID. The options on the 5th Ave S will displace a lot of folks from the community and cause strain to the quality of living in the area which is already struggling. I urge you to please consider a different route that doesn't put communities, especially minority communities, at risk for the sake of better public transportation.	Mia A
04/27/2022	I've never been to a neighborhood so disrupted by gentrification and yet so bonded in their spirit of community. The attempt to shut down part of it, force people out of a building they're using regularly, and thrust mom and pop business into a tough financial time is a racist attempt, based on the idea that these inter generational culture and history are not worth keeping when the new advancement is on the horizon. For immigrants, a home is not just a home. It is their identity. It's their success story. What make you think that the city has a right to disrupt that for convenience?	Purim Junkham
04/27/2022	While adding to the link light rail is important, I ask you consider how a many year project will impact the communities in the CD and international districts. Our senior citizen who are an important part of the community and who's lives revolv around being able to travel by light rail will be negatively impacted by this decision. Please reconsider.	yamileth diaz

04/27/2022	I believe that Tunnel 41st would be the best option for the West Seattle Lightrail. It has a lower impact on homes and businesses, tunneled trains are far less of an eyesore on the neighborhood and they create less noise pollution. If we take a long-term perspective on this line, we can likely expect it to be extended beyond the Alaska Junction and I personally do not want elevated trains all over West Seattle.	Dan Engel
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option as it will have the smallest impact on the neighborhood. As a Seattle resident and frequent patron of the area, I've seen firsthand the suffering caused by the pandemic and the increase in property and hate crimes. Some of these businesses would not survive the disruptions to benefit from the project if the 5th Ave option is chosen. The C-ID community does not need the extra burden on top of everything it has already faced. Choosing the 4th Ave option is clearly the better choice for the neighborhood and for the city of Seattle.	Alyson Doyle
04/27/2022	The proposed stop in CID on 5th is not acceptable. It will impact the community greatly that has been impacted so much recently with institutional racism. Shutting down these businesses will be a big hit and creating disruptions to this area.	Jimmy Craig
04/27/2022	I have lived near and around the international district my 15 years living in Seattle. It is an area that is part of what makes Seattle, Seattle by embracing culture and valuing a diversity of people. This historical and essential area for many is not for the taking or destroying. I urge you to listen to the community that lives, works, shops in that area and do NOT proceed with any of the options listed. Any of them will be too great an impact to an area that has suffered much during the pandemic and yet continues to evolve. There will be nowhere to visit on the light rail if this goes forward in its current condition. Thank you for your consideration and efforts to go back and try again for the sake of community.	Kelly Brunson
04/27/2022	Im not for building the train through CID	Hannah Nguyen
04/27/2022	The 5th Ave option will detrimentally impact the surrounding area. The city has forgotten about the ID and Asian population by under resourcing and under-reacting to Asian violence and the demands of local Asian businesses. What are we afraid of by going with the 4th Ave. option? Impacting the Salvation Army? You offer no alternatives nor relocation options with the 5th Ave. option. People only come to the ID for the local businesses and by eliminating the local businesses over local politics, corporate profit, and municipality, we see where the city's loyalties lies.	Chisup Kim
04/27/2022	As a commuter and worker in the CID and Pioneer Square area, I support a new station that will allow more access to the region. However, as someone who regularly takes transportation along both 5th and 6th and Jackson and frequents businesses in both neighborhoods, I strongly feel that the proposed 4th avenue options for the transportation corridor would be better suited for the area. It is central to both the Sounder and the Link, and more accessible to stadium traffic. It also less disruptive to local businesses and residents. I hope you will take the words of a lifelong local and a 15 year+ Seattle commuter into consideration. Thank you	Christina Sakura
04/27/2022	Please don't construct another link station in CID!! The benefits of more transit do NOT outweigh the negative effects it will have on the neighborhood. The residents and community deserve better.	Ella Rubenstein
04/27/2022	The link expansion construction is harmful to the CID community and should not happen with its current plans!	Emma Canto

04/27/2022	To whom it may concern, I understand that accessible transportation is a necessity for communities. However, the benefits of the plans laid out in front of the community do not out-way the cons. The loss of parking in that area will cause even more stress for residents for around a decade and a half. This is not something worth losing when we are already so short on available parking. It is short enough that our city had to pass a law in October 2021 stating that no car can be parked in a spot for longer than 3 days without getting ticketed and/or impounded. And with this area being such a tourist attraction, there will continue to be less parking as the season warms up and covid restrictions reduce. Residents will have to suffer from the effects of the negative environmental impact this construction brings for years to come. It's not worth risking the health of our community to build a new station in the location you are preposing. We are still suffering from covid, not only from the physical effects but the trauma as well. Please don't bring another long term issue into the community. Businesses will have to close because of the construction demolishing certain buildings. Along with the reasons listed above, this will bring even more stress to residents who rely on these businesses. My point is, for 16 years of construction, there is not nearly enough good being brought to the community to make up for that long period of time. Please think the impacts of this project through - impacts on physical health, mental health, emotional health - because we need to keep caring for our community. That being said, I have not seen enough reasons to convince me that this is a caring project. If this station absolutely needs to be built, it should be built somewhere else, not in the middle of where people conduct their lives. Thank you, Chloe Brown	Chloe Brown
04/27/2022	I am concerned about the CID-2A and CID-2B alternatives for the CID segment of the West Seattle and Ballard Link Extension project. I believe that they will have permanent adverse effects on CID businesses that have been integral to the community for decades, and perpetuate a pattern of inequitable city planning that the CID community has been victim to for years. I implore you to find alternatives that can produce the desired outcomes of further connecting Seattle neighborhoods, while minimizing disruption and displacement of businesses and livelihoods of the CID community.	Johnson Nguyen
04/27/2022	Hello -- As a West Seattle full time working mom, I rely on quality daycare services that come at an adorable price, are dependable, and are open a wide range of hours that meets my needs. And, that's just the basics. My child also needs a welcoming environment where he can learn, grow, and be guided by a diverse team of caring and knowledgeable professionals serving our community in ways that are second to none. Do you know how hard it is to find child care services, let alone one that provides all of the above? In particular in the West Seattle area? I do not approve of DEL-5 and DEL-6 options as they would displace (or worse, permanently close) a daycare that serves a portion of West Seattle that NEEDS a community service that is as special and important to our next generation as Alki Beach Academy. Thank you.	Katherine Finnegan

04/27/2022	I urge the committee to select an alternative site/path for the West Seattle and Ballard Link Extension (WSBLE) light rail station that does not directly impact the Frye Commerce Center, more specifically Alki Beach Academy Daycare. Alki Beach Academy Daycare has provided outstanding childcare for families in the West Seattle neighborhood for over 7 years. In addition to providing childcare, they give back to the community and to the families they help serve. And they are truly one of the most affordable childcare options in West Seattle. If they were to be moved, temporarily closed, or permanently closed it would have a huge negative impact to the community. Again, I urge the committee to not develop a light rail station near the Frye Commerce Center (Alki Beach Academy). Peter Caballero	Peter Caballero
04/27/2022	As a resident of the Seattle area since 1952, and now a member of the Seattle International District Rotary Club, I have a deep love for the Chinatown-International District, and I am stunned at Sound Transit's plans for ruining the heart of the district by closing the area for construction for as long as ten years. This will completely destroy the businesses and organizations that are the heart of the district. What you are proposing is akin to the plan to raze the Pike Place Market, another Seattle icon that was saved from destruction and has remained one of Seattle's favorite places. Don't destroy Chinatown! Use the Fourth Avenue route.	Julie Hungar
04/27/2022	We wish to make comments in two areas; an additional alternative to consider and specific values that we feel have not been sufficiently taken into account when assessing the existing alternatives. We note that there are two main approaches in the DEL segment; a line going up Genesee and a line going up Andover/Yancy. We are concerned that significant investigation has been done into the possibility of a tunnel integrating with the Genesee alternative but there is no current consideration of a tunnel starting at the hillside where Yancy approaches Avalon. It is true that a tunnel was briefly considered as a Level 1 alternative (Appendix M, page 2-9), however that is not what we are suggesting. The Level 1 alternative was correctly rejected because it suggested a station near Avalon Way, which would have limited ridership. The ST board has never considered an alternative similiar to the current DEL-6; a station at Delridge with the line turning up Andover and Yancy (as in the current DEL-6), then going underground in the hillside East of Avalon. This approach seems to be the best of both worlds, as it would reduce impact in both the Delridge and Avalon neighbourhoods, with almost all the displacement coming from businesses rather than residential buildings. Further, we note that the WSJ-5 option would involve a tunnel connecting to the DEL-6 route. If a tunnel is under consideration for WSJ-5, it behooves the board to consider whether the cost of just 2000 feet more of tunnel may actually be less than the cost of displacing the residental properties on Andover and 32nd, West of Avalon. Further, regarding DEL-6, we wish to speak strongly in favour of the board meeting with, and learning more about the work done by, Transitional Resources at 2970 SW Avalon Way. They would be displaced if DEL-6 was implemented as currently designed. They are a non-profit organisation that helps people transitioning out of mental health facilities, drug dependance, and homelessness. These are all issues in a critical state in Seattle right now, and removing such a resource would be a tragedy for the city. I know that ST has said that they will find equivalent properties for anyone displaced, but consider the effect to the already vulnerable residents at Transitional Resources for them to be uprooted. Also, I think it is likely to be impossible for ST to find an equivalent property for all the residents and the support center to be moved to; there are four buildings (including two apartment buildings with a large number of residents) on Avalon and Andover that would be displaced, plus there are several residential buildings on Yancy that would not be displaced by DEL-6, but would lose their utility if they were no longer in such close proximity to the support center on Avalon. Please take this into account when considering DEL-6; it is also a reason to favour investigating the Yancy tunnel option described above. We wish also to address the DEL-5 alternative, which runs up a significant length of Avalon. The board must take into account the number of people affected by the line going up the middle of the road in terms of noise and other quality of life factors, even if they will not be displaced. This corridor has become a very high density area because of its proximity to the West Seattle Bridge and the C-Line bus, and more properties will very likely be built up in the near future. This is appropriate and we support the city of Seattle in zoning this area for high density. Areas like this are an important resource to dealing with the residential crisis that Seattle is facing. It is vital that the ST board take this into account when considering the alternatives; we must be encouraging development of high density buildings, and encouraging people to want to live in them. Selecting DEL-5 will discourage further development and reduce the desirability of	Nathan Rose

	living in one of the parts of the city where high density should most be encouraged. Further, it will reduce the quality of life for the large number of people living along that corridor. This will be a disproportionate effect compared to routing the line along a road with primarily single family homes. Avalon is a relatively narrow road with large buildings on both sides (and space to build more in the future). There would be no way to build the line without it being a major eyesore and source of noise pollution. Thanks for the consideration, Nathan Rose and Patrick Kennelly	
04/27/2022	The current proposed options for the light rail stations in the Chinatown-International District do not fully take into consideration the impact on small businesses and the cultural fabric of this historic Seattle neighborhood. The harm the proposals will bring to the neighborhood cohesiveness and cultural resources is too significant. The 5th Ave alternative is not acceptable. Please explore alternatives that have less impact on this important neighborhood.	Kent Koth
04/27/2022	DO NOT TAKE 5TH AVE	Jordan Tu
04/27/2022	I reviewed the plans regarding CID alternatives considering the community of CID. It would be best to have a 4th ave station with the hopes of preserving the original CID structure and community. The 5th ave plans SHOULD not be moved forward.	Binhan Pham

04/27/2022	Please do not build a train station through a historic part of Seattle. Chinatowns in all majors cities are so important to maintain and upkeep for all those who grew up in Seattle with an Asian background. Gentrification has wiped out much of seattles "old self" and though transit is important, it's so much more important to preserve communities that have served the Asian communities in this area. Money raises your power to control the flow of traffic but it also protects you from being torn down to create light rails. Chinatown does not have this luxury. Chinatown is where my mom who came from Japan drove every other weekend to her only Japanese market to purchase Japanese brand groceries for my family that we couldn't get even in 2005. Chinatown served so many of our Asian siblings and after the fire that caused one of my dad's favorite bakeries that he's gone to since high school burnt down, it was an absolute tragedy and building this train station will only cause more pain among those that work so hard to preserve the buildings and communities. I'm not saying it's pretty but if we should be holding chinatowns communities and buildings as high as we hold pioneer square. Pioneer square has history, but at this point creating more noise pollution and construction through areas where people barely held it together to keep restaurants through covid and meet Seattle city fees for cleaning graffiti, it would be a huge loss for Seattle and it would make it harder to live in this area that has no respect for history. This light rail would be beneficial for those only who don't understand the background to Seattle's Asian communities and Seattle barely advertises our kind. They hold Kobe Japan and hyogo as their sister locations but they only want to show their appreciation through a garden. Sisterhood of Asian appreciation starts with Chinatown. It's where my family felt like home even when they were far away from home. I'd rather newer buildings get torn down than to keep destroying old buildings and not helping to maintain them. Seattle has already gone to shit by not caring for their patrons (those with or without homes) please don't take this one thing away that has kept our Asian communities thriving with life and a home away from home. Please don't build the light rail. I'd rather funds allocated to low income housing for those living in the area than to keep satisfying the high volume traffic that helps fund Seattle. Money drives decisions but preservation of history should be held at a higher standard. Thank you for your time and I hope this shows how much we love our city.	Kirsten Macfarlane
04/27/2022	Please do not create more disruption or at least minimize disruption near the Seattle Center. The construction of Climate Pledge Arena was horrific for many businesses and non profits in the area and we need those businesses and non profits to not just survive but to flourish.	Amy Bates
04/27/2022	These should not be connected through the Chinatown/International Distict light rail stations. This will heavily displace asian families, who are mainly lower income and have already suffered through the COVID-19 pandemic. This should be a clear reason not to go through with the connection at this stop. We cannot displace these families who have made what the International District what it is today.	Mina Mehus Helbert

04/27/2022	Our house is 3220 SW Genesee Street, 98126 We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing. Re: Avalon Station Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station. Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood. Sincerely, Radhika Makhija and Vikram Baskaran 3220 SW Genesee Street 98126	Radhika Makhija
04/27/2022	Our asian elders and our communities are already fighting the rising gentrification and modernization of our once beautiful city. I understand the benefits of the extention, but wrecking small businesses and communities during the process of progress is not a solution. It is greed. Do better.	Laurence Hoehnle
04/27/2022	The current plans for the Chinatown International District 5th Ave S route will disrupt and displace almost 20 small businesses in a Historic area known for risks of erasure since the time of its founding. Please consider the path south of 4th Ave S to preserve the area and make the culture and charm of Chinatown International District accessible to everyone not just for today but for the future and future generations too.	Michelle Pollard

04/27/2022	While I believe the WSBLE project provides benefit to the city of Seattle and its residents, the numerous issues raised by the Wing Luke Museum, one of which specifically regarding Section 5.2.2, is of significant concern as major contextual events, public policies, and actions in American and Washington state history, including the Chinese Exclusion Act, the 1864/1921 Alien Land Laws, and 1942 EO9066 forced removal of Japanese Americans are not sufficiently included or taken into consideration in the DEIS in its current form. Further information must be gathered and considered to make a better determination of impacts. Seattle CID is a unique and historically significant area, and threats to neighborhood cohesion needs to be taken seriously especially prior to, during, and through to present day in the context of the COVID-19 pandemic and anti-Asian hate crimes and incidents. The conclusion of Section 4.3.4.3.3 is not correct in stating no direct impacdt to neighborhood cohesion, and this must be addressed and corrected. Further, section 4.3.17.3.2 incorrectly concludes that none of the CID Segment alternatives would have long-term impacts to parks and recreational resources; by making changes to Hing Hay Park and the Donnie Chin International Children's Park, this will have a significant and negative impact to the sense of safety and belonging that elders and youth currently experience in aforementioned areas. I implore the Sound Transit Board of Directors to review and adjust the DEIS and WSBLE project planning accordingly to preserve and protect these areas due to their significant cultural importance to the AANHPI community. Finally, please ensure adequate review and consideration of factors impacting CID and its residents, including but not limited to: re-routing of traffic and buses through the CID in Transportation analysis, vibration impacts in Noise and Vibrations analysis, stadium events in Transportation analysis, parking losses, and Visual and Noise Impact analysis. All such factors have a major impact to residents and visitors to this unique and culturally significant area of Seattle, which must be preserved, protected, and developed.	Stephen Woo
04/27/2022	After lots of studying -I'm strongly in favor of the NO BUILD ALTERNATIVE for the whole West Seattle Ballard Extension. I strongly believe that we need better mass transit, BUT… this LIGHT RAIL extension WILL BE MORE NEGATIVE than positive- for the short term and long term for our environment. I strongly oppose all of the lines and station placements - especially for the West Seattle portion of the line- especially opposed to Del-5 and Del 6 and the "medium" retained cut/tunnel. It could take at 600,000 tons of carbon to construct and we couldn't make up for that for over 100 years and we all know that concrete "bridges" (essentially) do not last that long anyway. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. But the DEIS fails to even mention those needs and evaluate how proposed alignments may accomplish this. We have yet to see the latest ridership numbers and projections considering the change of commute patterns since the pandemic. Many of the riders in the North West Seattle / Junction area are able to work remotely for at least half the month. Bus riders from South Delridge would not want to get off the bus, walk up/down multiple flights of stairs to wait for a train to take them to SoDo to get off the train again and wait for another to take downtown. Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the lower bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4 Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. ST should coordinate space requirements for that with SDOT and the DEIS should be updated to cover these requirements. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact	Kim Schwarzkopf

for the employees and owners affected by this destruction,
many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to
300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is “consistent with existing views.” While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the
freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be
even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and
Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with
applicable detours.- Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but
not along the guideway which again provides a distorted impression of what will happen. - Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point -
West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org) Ecosystems Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both
Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental. The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed.
Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point.
While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than the current roadway allows. This will cause major disturbance to this critical wetland, bird and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area.
Again, the DEIS should have considered transit technologies (such as gondola) which are more compatible with the environment and unique challenges in West Seattle.
Geology and Soil
Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging. A huge guiderail construction has major risk for shifting and other issues and the soil conditions put the finished
product and the people riding trains on it at high risk should an earthquake occur – especially since the Seattle fault crosses the Duwamish peninsula. The DEIS should consider lighter weight transit and less vulnerable modes such as an urban gondola.

I would support an additional 90 day DEIS comment period to continue the momentum of outreach and engagement to folks in SouthWest Seattle- including White Center, Burien, Des Moines, Tukwila.

Again, I am in favor of the NO BUILD ALTERNATIVE for all of the WSBLE light rail and stations - especially in West Seattle and Ballard.

Thank you for considering.

04/27/2022	Please do not put the light rail down Genesee street. Not only is this an important thorough fare street that would be a huge issue to remove for normal traffic, but you would also be displacing 100s of peoples homes that would no longer be able to afford to live in west seattle. Please do not use Genesee street for the light rail.	Erin Mcghie

04/27/2022	I would like to comment on the DEIS for West Seattle and Ballard Link Extensions Project. Upon reviewing the DEIS and further research and observation of the local businesses in the Chinatown: International District segment (CID) I have reached the conclusions common to all alternatives CID Segment: The DEIS does not adequately encompass the historic reality of past public policies and actions including the everyday well being and the subsequent real threats to future survival. The DEIS relies on limited information to evaluate historic and archeological resources as a result of inequitable practices within the preservation field. The DEIS does not adequately recognize the unique and historical importance of the CID not take into consideration emergent threats to its neighborhood cohesion, all the more evident during the pandemic and other past city expansion including the highway splitting the CID, the Light rail, and the sports arenas development over the last decade. I fear that there is insufficient information and inadequate consideration of re-routing traffic and buses through the CID in transportation analysis Insufficient consideration of vibration impacts in Noise and Vibrations analysis Inadequate consideration of impacts of stadium events in Transportation analysis Underestimation of the impacts of parking losses Insufficient Visual and Noise impact analysis. Due to the overwhelming cumulative impacts and threats to neighborhood cohesion, built up over 150 years, there is a public call for exploration of options for refinements to the proposed alternatives beyond what typically occurs from a DEIS to final EIS that will not result in displacement within the CID Thank you for the opportunity to comment on the DEIS.	Jonnie Pedersen
04/27/2022	I believe the new plans for Sound Transit should move forward on 4th Ave as to not disrupt the current businesses on 5th ave in Chinatown that have been so impacted by the pandemic and other crimes in the ID area lately. Let's not add one more burden and force the small businesses that are staples in the ID to shut down. Many of these restaurants and tea shops are well known and frequented often by Seattlelites, it would be unfair to allow construction to shut down the street access or detours that reduce the foot traffic in the area. I believe there are other more viable options to reduce the impact on small businesses that the community wants to support and see thrive.	Diane Phan
04/27/2022	Hello! Please choose 4th Avenue for the new light rail. This will disrupt less business / daily lives and displace less people than the 5th Avenue options. I strongly strongly feel this and implore you to choose the 4th Avenue option. Thank you for the opportunity to share my voice!	Sarah Zhang
04/27/2022	Hello. For the light rail expansion in the CID, I believe the best option out of the four is one that displaces the least amount of businesses and people. While options 2a and 2b are shorter in construction and are less inconvenient than 1a and 1b, it is not worth the loss of businesses in the CID. Unless those businesses were supported financially and through other means to help relocate them to a different building in the CID. If not, I believe alternatives 1a and 1b to be the best options for the light rail expansion.	Sara Wang
04/27/2022	We cannot sacrifice small businesses, homes, cultural heritage, and a vital center of safety for the sake of this transit. In a time when violence against Asian communities is still a risk, disruption of a core neighborhood is violently careless. Please preserve family homes and small businesses in CID. Please find another solution. We cannot lose more of our original communities for the sake of growth.	Wren Thompson
04/27/2022	The option to put a train station on 5th ave in the c-id will completely disrupt business and homes throughout the neighborhood. The amount of times this has happened before with other constructions in the area is outrageous. Think about what you are doing, and listen to this community. Look at all your options, like how 4th ave would be less disruptive. PLEASE consider all the factors. Thank you.	e m

04/27/2022	The CID community is priceless as the last remaining ethnic diverse community here in Seattle not displaced by years of re-development and gentrification. Because of this, regardless of the cost, the 4th AVE plan is the only way. It can be configured and people can connect to the other station via walking or other means (the difference is negligible) as long as we are able to save and preserve the businesses and structure of CID.	Bang Pham
04/27/2022	Genesee is the main thoroughfare connecting Delridge and Avalon, and disrupting that would be devastating for west Seattle. On top of losing the bridge for this long, then having to lose this street would continue to West Seattle a difficult place to live. The other alternate routes displace significantly fewer houses and have less impact on traffic. Please do not choose any of the Genesee St options.	Andy Mcghie
04/27/2022	Chinatown has already been destroyed so many times by Seattle's transit system. Little Saigon has already been devastated from the freeway (through geographical separation from the rest of Chinatown) and at this rate, does not seem like it will recover. So many small and local businesses have shut down. Placing the light rail extensions in Chinatown will displace businesses, residents, and the cultural identity of the neighborhood. I work at a community health center in the neighborhood and serve many elderly immigrants who reside in the neighborhood that have helped the area grow and now rely on services that exist only in Chinatown. Chinatown is where non English speaking residents can go to the bank and have someone advise them in their own language. Chinatown is where elderly can visit pharmacies with medications unique to their health care. Chinatown is where young people can connect with with heritage. Don't demolish Chinatown for another lightrail station. Structural violence is still violence. Hasn't our community had enough?	Ly Huynh
04/27/2022	Please do whatever possible not to disrupt, damage, or displace the International District and its people! Seattle, and the US as a whole, have too long a history of harming people of color, their homes, and their cultural heritage in the name of "progress". Please choose the 4th Ave option for the light rail!	Wesley Dors
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work there and the potential business that it will bring to the CID, I implore you to choose the 4th Avenue option to have the smallest impact on the neighborhood. As someone who frequents the businesses and grew up nearby, I have seen the suffering caused by the pandemic and increase in property and hate crimes. Many of these businesses will not survive the disruptions long enough to benefit from the project if the 5th Avenue option is chosen. Please choose the 4th Avenue option.	Helen Cheung
04/27/2022	Please re-open study of the 20th Ave station. A station in Ballard's pedestrian core will be much more usable than a station on 14th or 15th.	Nate Eklund
04/27/2022	It is imperative that the city listen to the community that will be most impacted by the destruction of 19 small businesses. We need those businesses and people and livelihoods in Seattle. The cultural and social web of this area makes Seattle more beautiful, diverse and unique. Please build the light rail elsewhere. The 4th Ave S alternative is preferred. Thank you.	Jen Iadevaia
04/27/2022	Hello, I believe that having the work on 4th is better than the 5th, given the hard times the CID has fallen under. Best regards, Emily	Emily Cebula
04/27/2022	on a more serious note, there are many historical locations in the ID and demolishing buildings that date back years isn't right. i've read the book " hotel on the corner of bitter and sweet" by jamie ford and was able to imagine where everything was located as i also grew up exploring the area. there are years of memories for some people and it's just not right to take that away. i would reconsider picking an area where there would be less impact to a community of people. empathy is a great thing to take into consideration during projects like these. our community has been through so much during the pandemic with vandalism and hate already just give us a break.	sabrina y

04/27/2022	As a resident of Ballard, I believe that Sound Transit needs to reevaluate Ballard Link light rail station options west of 15th Avenue NW instead of only station options at 15th Ave NW and 14th Ave NW. The Ballard Link light rail station needs to be located in a location that is more central to the Ballard Urban Village. In earlier public outreach that I participated in, potentail stations were located near NW Market Street and 20th Ave NW. A station location closer to that should be evaluated. A station at this location would be more likely to generate higher ridership, provide better pedestrian and bicycle access to the station.	Gil Cerise
04/27/2022	I am very concerned how long-term construction will negatively affect local businesses in Chinatown/ID, especially if the 5th Ave route goes forward. Please use the proposed 4th Ave route which is much less disruptive. Our Asian communities have been through enough hardship in the past two years; please consider how you can reduce negative impact and maintain economic health for small and long-running shops and restaurants in the area. These are people's livelihoods.	Claire Kelly
04/27/2022	I am writing to voice my concern on the West Seattle and Ballard Extensions of the Link Rail. My concern is that it will cause harm to the Chinatown International District (CID for short) such as displacement of our elders, the local business, bad air quality for everyone, traffic distribution, loss of foot traffic for the local business due to no parking. These are just a few of concerns that come to mind. Building the extension for the West Seattle and Ballard at the current location is going to cause major disruption in the CID community. I don't believe it will bring more business to the area if it were to be completed there. Take the MLK Link Rail for example, it was suppose to bring high traffic volume to the area, but instead it stopped foot traffic costing the local business in the area to go out of business. As there is no Link Rail Stop for that area, so many business got hurt by this, the gap from Columbia City to Othello is too long and there should have been stop in between them. Not only that it also hurt the neighborhood as well, not having enough transit to get to places. The Link Rail was suppose to bring in business to the area, but instead it took business away from it. The most affected are minorities, and the proposal to build in CID is once again affecting minorities the most. Take what happened with the MLK Link Rail extension, is about to happen again to the CID. It will cause displacement among the community, it will cause disruption to the surroundings area, plus it will also cause BAD AIR quality for the community which is harmful for the elders that lives in the CID. The bad air will shorten lifespan and cause major health problems. The CID isn't just a short stop for food but it house our elders and the multigenerational families and kids that lives here in the CID. Not only will it cause bad air quality, it will also have a huge impact on traffic, it will cause the local business to go out of business due to having detours of the closed sidewalks, having no parking, not to mention all of the loud noises it will cause making it more difficult for the business to serve its community. The CID is very close to my heart, it already has a history of displacement I do not wish to see any more of it, I want generations to come to have a CID to come to and to love. The neighborhood is not one quick stop, it has a history to told and one people needs to see and hear about. Especially with COVID-19, the neighborhood has taken a huge loss, with all of the Asian Hate that has been going on. Having this extension is going to make it worst. Again as mention, it will cause harm to the neighborhood, I advise that you take these concerns serious and to listen to the community of how its going to impact the CID and its people. That you folks should place the extension in an area that can be benefit both, you can do this by asking the community of where we would like to place it, instead of deciding that on your own. Thank you for taking your time to read this.	Ann W.
04/27/2022	The 4th Ave options (slight preference for 4th Ave 1b) to have the smallest impact on the neighborhood. I have worked in community building and public safety for many years and have seen the CID repeatedly get neglected by the city. To further disrupt and displace with the proposed 5th Ave options will have detrimental effects on what community still manages to exist. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. Please consider the 4th Ave options.	Gina Lee

04/27/2022	Dear Members of Sound Transit Project Committee: I work for Dusty Strings Company, 3450 16th Ave W, Seattle WA 98119, whose building is on several proposed routes of Sound Transit light rail system. Dusty Strings is a 43 year old, family-owned harp and hammered dulcimer manufacturing company. If you come to tour the facility, you will be totally impressed and inspired by the specialized plant design, well-thought manufacturing flow, R&D facilities, enthusiastic and skilled craftspeople, instruments technicians and office people. Every harp and hammered dulcimer is hand crafted with intense care, precision, diligence, and immense love of workers. Years of trials, errors, and improvements shaped up the Dusty Strings harps and hammered dulcimers to the globally recognized and beloved brand that it is today. For Dusty fans as well as Dusty crew, Seattle is the home of Dusty Strings. Please preserve this unique small business within the city of Seattle and choose the route IBB-1b "Elevated 14th Ave (from Prospect/15th). Thank you very much! Naoko Nakamura	Naoko Nakamura
04/27/2022	Please reconsider choose the 5th ave options as they have more affect on Asian American businesses. Choose 4th as it will impact the area the least.	Pauli Dang
04/27/2022	Why are we asking those who have suffered the most to endure even more hardship? No matter the final decision, the people and businesses of Chinatown-International District will be greatly impacted by Sound Transit's expansion of the station in that neighborhood. However, the 5th Avenue options will be the most detrimental. The Chinatown-International District is a lifeline for many, notably low-income and disabled Asian elders. Do not hold this neighborhood hostage with years of disruptive and construction on 5th Avenue. This is further violence against the Asian community in Seattle.	Madeline Moy
04/27/2022	Place the ballard link extension on 4th! Adding it directly into Chinatown is a horrible choice. Chinatown is already a hub for food and culture so it doesn't need a station in the middle of it. Also it would negatively impact the current businesses there during construction and operation.	Ary Mac
04/27/2022	For the Chinatown-International District station, please use the 4th Ave options to lessen the impact on the business especially those on 5th Ave. The 5th Ave option will displace a lot of the history, businesses, and livelihoods of hundreds of community members. By doing that, this area which has already been shrinking and has been subjected to many challenges in the last year will see a devastating impact in every aspect. Please take these lives into consideration. Thank you.	Aisha Dayal
04/27/2022	4th Ave makes infinitely more sense than 5th Ave! There's no reason to disrupt an already underserved neighborhood by demolishing historical buildings and businesses. Please consider 4th Ave as the superior choice.	Seth Halleran

04/27/2022	My comment is regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate!! This is deeply concerning to the West Seattle community.	Cecilia Rogers
04/27/2022	I'm excited by the prospects of connecting West Seattle with Downtown, Sodo, and Ballard. This is long-needed project. I do not beleive that speed to completion or cost of the project should hinder making the project happen. Yes, it'd be nice to have light rail in West Seattle now, but a thought-out, deliberate plan that can leverage the best usage and experience to maintain high ridership is important to me. I'd like to see minimal impact on homes and businesses to sight the track. The fewer homes and businesses we can remove for the project, the better, but I'm fully on board with knowing we'll lose some structures - homes and businesses. We need light rail for the greater good of our community. From my perspective, the Northernmost Route (not a preferred alignment) across the Duwamish and then tunneling to get to the Junction is the way to go. Here's why: By going via the Northerly Route, the light rail alignment will avoid steep slopes and part of the Greenbelt that surrounds the North End of Pigeon Point. 2. By going to the North of the West Seattle Bridge, this rail alignment will not disturb habitat for Blue Herron and other species of birds and mammals that reside in Pigeon Point as well as critters that connect with the greater West Duwamish Greenbelt complex. 3. The area on the North End of the Duwamish Greenbelt including the area suggested for the Southerly alignment of the light rail is considered by the Duwamish Tribe sacred. It has been suggested that some of this land is former burial ground for the tribe. 4. Anything but the Northerly route of the light rail will impact residents along the North end of Pigeon Point in an adverse way. Not worth it. For the other parts of the alignment, I think tunneling is the way to go to reduce impact to businesses and residents. Less destruction of needed housing and commercial business will happen this way. And with Sound Transit's track record with tunnelling, it should be smooth and a positive process. Tunneling also alleviates any aesthetic qualities that an elevate rail line will bring, for better, but maybe worse. Thank you for listening. We look forward to having light rail in our neighborhood in Pigeon Ridge. Matthew Clark	Matthew Clark

04/27/2022	After reviewing the Draft EIS, my recommendation as someone who lives near the ID and has frequented it often my whole life, please do not proceed with any 5th ave builds—I am begging you. I understand and recognize that the 4th ave options are more expensive, would take longer, and would displace 120 housing units, but there is absolutely no housing shortage in Seattle and the loss of 19 businesses in the International District would be such an incalculable loss for the community. Not only that, but it would disrupt the overall neighborhood with years of construction and the effects of that would create an even further strain, on top of all the pandemic hardships. It isn't right that the residents and businesses of the International District have to fight in order to be considered a critical part of Seattle and that they deserve to be protected—it should be a given. Please do not proceed with any 5th ave builds.	Katherine Wong
04/27/2022	As a daughter that comes from a first-generation family who immigrated to Seattle, WA over 20 years ago, the International District holds a very special place in my heart. The ID is home for a lot of memories with my family members and friends. The more and more it changes, the more my heart just sinks a bit deeper. The ID is also home to many mom & pop restaurants that I grew up going to. Unfortunately, the ID has been hit extremely hard as they continue to navigate through COVID, a high amount of vandalism that happens to their storefronts, and violent attacks within the community targeting POC. The ID deserves to be recognized as a community worth not only protecting, but to preserve what is left of the history of Seattle's ID. Please give the community of the ID a break from so much heartache these past few years. Those that own a family business in the ID that are at risk for being demolished - they deserve so much more support. Please go down 4th Ave!	Dorothy Alcafaras
04/27/2022	As a community member and someone who has witnessed the CID undergo multitude of changes, I share concerns about the impacts all of the 5th Ave alternatives have on our neighborhood. I support moving forward on the CID-1A 4th Ave shallow option as the least destructive option of the 5. The livelihood of businesses displaced and buildings permanently destroyed will be detrimental to the CID. Time and time again, this neighborhood shoulders the burden of inequitable infrastructure changes and development. I support public transit whole heartedly and I believe light rail expansion is a critical need, but there has to be more mitigation and support for businesses, communities, and cultures that will be severely impacted with the WSBLE project. Issues such as construction pollution/debris, 6+ years of road closures, extended periods of construction noise, etc. are all harmful to the neighborhood and its many residents and community members who call this place home. These impacts are further compounded by a global pandemic that will take this neighborhood even longer to heal from, and if we permanently displace 18+ businesses from this process, we may never recover. I hope that these project decisions are not hastily made by leaving out the voices of a district that has been silenced for years. We cannot afford to erase our neighborhood identity.	Connie Au-Yeung
04/27/2022	All 5 proposed options for expansion of the Chinatown-International District Station displace and demolish important small businesses and community builders in the area. The Wing Luke Museum has already submitted a statement about the proposed station urging Sound Transit to consider the local impact that it would have. I urge you to deeply consider that statement. I live in West Seattle and would love to have greater access to the rest of the city through this line. But I do not want other communities to suffer economically and socially at the expense of the convenience of a new line.	Anna Feit

04/27/2022	As a for former board member for Transitional Resources I am writing to ask for Sound Transits reconsideration of the plan for West Seattle due to the significant negative impact it will have on vulnerable members of our community who rely on public transportation. ——- I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings–would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that give to those in need, I strongly urge the committee to reject both the DEL-5 and DEL-6 alternative proposals.	Sarah Kaiser
04/27/2022	Please find a different much-less disruptive plan for the station serving the International District. Too much disruption has already happened and continues to be happening to this community.	Annabel Wrightsman
04/27/2022	Please do not do the construction at Chinatown for CID people. They do not want disruption to their business.	Thananun Prasertsup
04/27/2022	I prefer the 4th Ave proposal so that the small businesses in the Chinatown-International District can be preserved and thrive. The community deserves public transit options that prioritize them.	Dana Tran
04/27/2022	Hi, I'm writing to support building the Link expansions on 4th Ave S because it will cause the least displacement of small businesses and least damage to historic buildings in the International District. I work with people from here and value the rich history of the neighborhood. Be considerate of the opinions and values of the residents.	Mercedes Delgado

04/27/2022	My name is Greg Lawler, and I would strongly urge the Board of Directors to select one of the 4th Ave alternatives (1a or 1b) for the Ballard Link extension. In particular, I believe the Draft EIS understates the negative impact to the C-ID for the 2a and 2b options. The C-ID is a beacon of cultural energy for Seattle, and the 2a and 2b alternatives will have longer term impact than the report captures. First, the businesses displaced will likely not have the means to pack up and start over, particularly given the damage COVID did to the restaurant and service industries. This will mean the elimination of those businesses, and a reduction in the cultural appeal that the C-ID brings for all of Seattle. Second, the reduction in parking and traffic complications will have a broad impact on all C-ID businesses. Depending on the impact, this may lead to further business closures. Third, many of the people that operate these businesses live in the C-ID, and they will be considerably more impacted, as compared to the folks at the ICON apartments or those that work at the bus base. Consider, these are the folks keeping the C-ID the thriving cultural basin that's drawing the demand for a new line in the first place. The increased cost of the 1a and 1b alternatives will undoubtedly be raised as a counterpoint. However, these points are mute. Consider that option 2a would require relocation of the fiber optics utilities line for the Link. If this option is chosen, and there are complications here, the Link shuts down - an incredibly costly risk. Furthermore, depending on the age of the viaduct, it may be time for a re-build anyways. To summarize, the Board should select one of the 4th Ave alternatives. It makes sense logically. But more than that, it protects the people that have made the C-ID their home, and it protects the people that keep the C-ID one of Seattle's greatest cultural landmarks.	Gregory Lawler
04/27/2022	Move forward with 4th Avenue options to reduce the economic impact to CID	Christina Liu
04/27/2022	I am a business owner and community member in the CID and fully oppose the 5th Avenue options. I have seen firsthand the damage construction can do to a business as I have survived both the streetcar construction and the reconstruction of our sidewalk. This project will destroy many businesses in the CID and have lasting impacts on the fabric of our community. These plans show no regard for the CID and do not consider the community, economic, and health impact of this project. Sound Transit is clearly showing us that decimating our community is a viable option to provide services to predominantly white neighborhoods. I would also like to echo the letter from the Wing Luke Museum and stand in solidarity with them. The DEIS does not adequately encompass the historic reality of past public policies and actions, the everyday lived legacy of those actions to the present-day, and the subsequent real threats to future survival. As such, any conclusions made fall short of depth and breadth of the cumulative impacts from the WSBLE Project. The DEIS relies on limited information to evaluate historic and archaeological resources as a result of inequitable practices within the preservation field. Further information needs to be gathered and considered to make a better determination of impacts. The DEIS does not adequately recognize the uniqueness of the Cl D nor takes into consideration emergent threats to its neighborhood cohesion, all the more made evident during the pandemic. The Final EIS requires greater clarification on multiple fronts to better assess construction impacts.	Richard Saguin
04/27/2022	I am opposed to expanding this light rail project to expand further in the International District. Five to eleven years of construction — next to housing and landmarks like the Chinatown Gate and Hing Hay Park — would be hugely disruptive. It would also reroute public transit and detour up to 30,000 vehicles per day through the CID's residential and pedestrian-oriented streets.	Krista DeFils

04/27/2022	This comment is in reference to Chapter 2 alternatives provided for the CID station location. Please pursue 4th avenue options (CID-1a or CID-1b) and halt potential alternatives on 5th avenue. This request is being made to maintain several vital cultural businesses and restaurants that foster essential community in Seattle. Please consider the small business impact and Asian mainstays located on 5th when making this decision. The International District community members are our neighbors and we should be protecting the almost 20 small businesses that currently reside there. There are better alternatives with less small business disruption. Please move forward on 4th. Thank you for your consideration!	Ashlee Gee
04/27/2022	West Seattle and Ballard Link Extensions DEIS Comment April 28, 2022 Preferred Options and Comments SODO SODO-1b: Move stations to be accessible from Lander Overpass and optimize for directional transfers, like MacArthur BART Add tail tracks and a switch so that the new Ballard line can be extended down to Georgetown and Sea-Tac eventually Duwamish DUW-1a Delridge DEL-2a: Lower station (60') is key, the others are absurd, at 10 stories above the ground West Seattle WSJ-2: if station can be moved farther north on Fauntleroy to not demolish the new apartments on Fauntleroy and Alaska WSJ-5: Short tunnel that minimizes impacts near the Junction, but doesn't over build the Avalon Station Consider eliminating the Avalon Station or consolidating with Alaska Junction CID CID-2a: Shallow under 5th Ave is the best, to preserve the space under 4th Ave for eventual high speed rail use, also transfers from the existing station, the new station, and King Street station need to be harmonized - should be designed to accommodate a unifying mezzanine between all three stations and a future high speed rail platform Downtown DT-1/DT-2: Modify alternatives to use 5th Ave Downtown and Mercer St alignment in Uptown; the SLU station should straddle Dexter Ave to better serve multi family housing on Dexter and alleviate the unreasonable wait times for pedestrians at the Dexter/Mercer intersection; and the Uptown station should be along Mercer to minimize impacts on the cultural institutions at Seattle Center; and must include a tail track oriented toward Westlake Ave for a future Aurora line Downtown stations need to either be shallower than planned or have super high capacity elevator banks with pass-through elevators with two doors - one for entry and one for exit; another idea is some kind of continuous load system similar to a gondola, with a large cabin every 15 seconds, without ever having to press a button - the interval of an escalator, but the vertical conveyance direction of an elevator Interbay SIB-1: A station that serves the Armory site and Expedia would be ideal - also look into an at-grade station between Magnolia Bridge and Galer Overpass, might be cheaper to purchase some ROW from the freight rail company than to make that whole stretch elevated Ballard Ship Canal crossing needs to be fixed - either a tunnel or fixed bridge; remove the movable bridge from consideration Interbay station should be located to optimize connections between Nickerson, Emerson, and Thorndyke bus lines; Interbay and Smith Cove stations could be potentially consolidated, if bus integration is well considered IBB-2b: A 15th tunnel makes the most sense of the options presented, but a tunnel station at 17th Ave NW or 20th Ave NW makes more sense than the options presented, as they will be several minutes closer to the core of Ballard and better serve Swedish Hospital	Nathan Machida

	General Keep station depths and heights as close to ground level as possible Getting from street to platform shall not take more than 5 minutes during peak times or else that will cause a deterrent to use - total trip duration determines ridership Design more capacity and redundancy into station elevator systems - current vertical conveyance level of service is unacceptable; vertical conveyance and platforms need to be able to handle game day style crush loads All elevators must go from street to platform from now on - no mezzanine transfers for elevators Use at-grade alignments with street crossing overpasses in industrial areas Incorporate new tail tracks in South Lake Union and SODO to accommodate northward and southward expansion on the highway 99 corridors (Aurora Ave toward Shoreline and Marginal Way toward Georgetown); or else the new lines and tunnel will be underutilized Only consider consolidating these stations: Avalon with Alaska Junction and Interbay with Smith Cove Definitely keep South Lake Union station	

04/27/2022	Greetings Sound Transit Board of Directors, I am commenting regarding the Delridge segment of the West Seattle Link extension. I want to express opposition against any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). My family is a part of Alki Beach Academy and we are immensely pleased with our experience. Our, now toddler, Mila, was born during the pandemic and her socialization was of great concern for us. Not surprisingly, the adjustment was difficult, but now our little girl is kind, loving, sociable, and a cognitively well developing child. This is what I understand to be the experience of every family at Alki Beach Academy. I have a doctorate in School Psychology, work closely with special education and am intimately aware of the importance of early learning and healthy attachments. Alki Beach Academy has served those essential needs exceptionally for hundreds and hundreds of families. In addition to the volume of families that would be impacted, logistically, the social emotional and cognitive development of children within those families would be negatively impacted as well. Generally speaking, matters were worsened by the pandemic, and the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. As someone who works in public education, I can attest to the criticality of the preparedness and growth Alki beach Academy provides. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. This is especially true for ensuring access to high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent who resides in West Seattle and who is a part of Alki Beach Academy, and as an educator who is knowledgeable about and works in public education I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. In some customs, greetings center on the children because they are our future and the metric by which the wellness of a community can be measured: “How are the children?”, “The children are well.” Alki Beach Academy ensures our children are well, you all have the opportunity to continue that. Thank you for your time and openness. Keep well and take care, Dr. Polo DeCano	Polo DeCano
04/27/2022	Hello, I am a Chinese American resident of Seattle, and I have strong concerns about the proposed ongoing construction for new light rail lines in Chinatown-International District. Not only will longtime, minority-owned businesses be disrupted by the structures on 5th Avenue, but air quality in this multigenerational neighborhood with lack of access to affordable healthcare will be affected as well. I ride King County Metro and Sound Transit every day, as someone who works in downtown Seattle. I understand the importance of public transit options, especially in a city where cost of living is skyrocketing. However, this should not come at the cost of a historically marginalized neighborhood already at risk of economic precarity and health impacts. The placement of the construction project should be reevaluated with local businesses and health of C-ID residents in mind. Thank you, Mengyao Liu	Mengyao Liu

04/15/2022	I am writing on behalf of my Mom Patricia Yerg who has lived in her house at 3711-19th Ave SW, 98106 on Pigeon Point for all of her 101 years. There was another house on that lot before that burned down before she was born so the property has been in the family a long time. Mom has seen the street end erode considerably in her lifetime. It is almost to her property line now. She received a letter that her property might be affected and is worried about losing her house either from your acquiring it or it sliding down the hill. Her nextdoor neighbor on the edge of the hill lost half their patio to a slide years ago. When looking at a map of slide areas in Seattle, the whole of Pigeon Point is a slide area. Don't think you are going to reimburse people for their property value being lower because of slides. There used to be several streams flowing down 19th and 20th avenues, but they disappeared. One still comes to the surface yearly on Andover Street at 23rd Ave SW. How will you keep the hill from sliding? The natural erosion is bad enough. The alternate of building on the other side of the bridge to keep away from the hill or a gondola would be preferable. It will kill my mom if she loses her house. There are also a lot of million dollar houses on the end of the hill so it would be very expensive if they start sliding. Thank you for listening.	Patricia Yerg
04/27/2022	Please do not move forward with option 5 as it is extremely detrimental to the China/International District. I think the extension is a good idea but ideally Sound Transit would move forward with the least invasive option. Please do not use option 5.	Eirene Smith
04/27/2022	No action should be taken that demolishes any part of the international district	Melissa Taft
04/27/2022	Federal, state, and city governments have shaped the neighborhood through projects such as the Interstate 5 construction, literally splitting the neighborhood in half. The neighborhood has experienced the construction impacts of the Kingdome, then Safeco Field, and then CenturyLink Field. Chinatown-ID has felt the pressure of construction impacts from the SR-99 deep bore tunnel, Seawall, Seattle Waterfront, and demolition of the Alaskan Way Viaduct in adjacent Pioneer Square. In recent years, the construction of the First Hill Streetcare impacted the neighborhood for years. Time and time again, government's role in implementing projects have come with a cost to Chinatown-ID, its residents, businesses, and its cultural identity. Sound Transit, this is your opportunity to live your equity values. Please acknowledge the historical and current disproportionate impacts on the Chinatown-ID community. And, listen to the Chinatown-ID community and move forward with the 4th Avenue Option.	Heidi Sohn

04/27/2022	Tunnel is the most important. Also: zoning considerations after the light rail has been built. Homes that are adjacent should be up zoned to allow other multi-dwelling units be built near the transit station. We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. Delridge Station: We strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include: (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (2) poor walkshed of station; (3) poor compatibility with racial equity toolkit; (4) bus transfer requiring buses to turn off of Delridge Way SW; (5) lack of community input from bus riders in south Delridge and Burien. Avalon Station: We support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel.	Alicia Gaynor

04/27/2022	I wish to comment on the Interbay portion of the West Seattle and Ballard Link. I highly support the building of dedicated mass transit and feel it will be essential to the continued health and viability of our city for all levels of society. It is with great sadness that I see all alternatives except IBB-1b (the Elevated 14th Avenue from Prospect/15th) go directly through Dusty Strings manufacturing facility (3450 16th Ave W, Seattle, WA 98119), probably the most unique and viable businesses in the Interbay neighborhood. I say this not only as a former employee of Dusty Strings, but as a precision craftsman who has made a career in museum object mount fabrication, largely with the creative skills I learned during my years at Dusty Strings. It is hard to put too fine a point on the fact that the loss of creative fabrication skills is an immense loss to our region and our nation. The building that Dusty Strings built (after being notified by the Seattle Fire Marshall that continuing operations in their Fremont location was no longer viable), is the largest tool in the production of the world class Harps and hammered dulcimers they produce. Replacing and reproducing the role that this building plays in the building of these instruments will be very time-consuming and expensive. I acknowledge that Sound Transit has relocation assistance for businesses effected by the construction, but this is not a supplier that can move to a warehouse in Kent and continue along. The skilled crew is part of the DNA of the company and many will likely leave or retire if long distance commutes become a reality. Frankly, I feel that forcing a move for this manufacturing facility may spell its demise and it would be a loss to all who enjoy playing music as a part of their lives. Dusty Strings has been a major player in the cultivation of fine music and fine craftsmanship in Seattle for over 40 years and its loss would be truly tragic. Thus, I am asking your consideration for the IBB-1b (the Elevated 14th Avenue from Prospect/15th) route, or possibly small adjustments to other route alternatives. I feel a tunnel route under the Ship Canal is truly the best long-term solution and bringing it adjacent to 15th NW instead of trashing 14th Ave NW and the new Ballard Food Bank makes the most sense for access to surface transit and existing arterial routes. Thank you for your consideration, James Hascall Phinney Ridge, Seattle	James Hascall

04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Additional Talking Points: ? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). ? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). ? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count). ? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. ? The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. ? The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). ? The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated. ? The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. ? Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4)	Amy Drzayich

04/27/2022	Transitional Resources (TR) is a nonprofit community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults who are living with serious mental illness and provide them with behavioral treatment and supportive housing services, ensuring these residents remain safe, and housed. I'm writing to support TR in their fight to not be displaced. In regards to the proposed Delridge segment of the West Seattle Link Extension plan, I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan. Transitional Resources has provided the community-oriented model of care for over 45 years. They have worked very hard to acquire the buildings and property in close proximity because the interconnection of their services is what is unique about their service of care. Relocating and finding new property is not easy and it will disrupt the lives of individuals who struggle with the challenges of mental illness. There is a crisis right now in mental health care and a large demand for the services that they provide. Please don't take the keys away from the residents at TR. They have called this place their "home."	Linda Nguyen
04/27/2022	Please consider alternatives to the current WS-BLE light rail station proposal, the current proposal that runs along 5th avenue and through the heart of the CID would be detrimental to the community I've called my home for the last several years. The construction itself would deter foot traffic and tourism to the area, the radial impact on the surrounding neighborhoods would suffocate the already struggling small businesses. These businesses make the CID a place to come together, to uplift one another, to help people who can't help themselves. Please do not display communities who have already been displaced so many times. Please do not build a station that negatively affects the help of my community. Please do not tear down the please i've made so many memories. I do not oppose the light rail expansion, this is something I know will benefit Seattle as a whole, but please do not do it at the expense of my community. Please build this along 4th ave which currently doesn't have any businesses or residential buildings. There are other options to consider.	Kevin Yen
04/27/2022	No to 5th Ave cid Transit expansion. That neighborhood has already been impacted too much and this Will make it worse. And this community is important to the greater community of seattle!	ileah Arturet

04/27/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Additional Talking Points: ? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). ? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). ? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count). ? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. ? The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. ? The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). ? The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated. ? The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. ? Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4)	Blake Hufman

04/27/2022	As a Belltown resident living next to the Olympic Sculpture Park, I prefer the DT1 alternative because it offers a closer connection to the light rail which I depend on for school at UW and work on Capitol Hill. I feel deep ties to the CID neighborhood, the only part of Seattle where I feel a sense of pride and belonging. Please consider moving forward with the 4th Ave alternatives (CID-1a, 1b) and for once, prioritizing the needs of the CID community. CID businesses have already been hurting due to the pandemic and an uptick in Asian hate violence. Permanently demolishing and removing local businesses and cultural institutions along 5th Ave will destroy the neighborhood and our cultural identity in an already-shrinking part of the city. Losing 5 businesses is already painful to the community, but losing 19-27 (4-5x more) is an absurd amount to an already marginalized community. We cannot afford to lose any more businesses. I regularly frequent these spots, like Chung Chun Rice Dog, Seattle's Best Tea, and Oasis. Construction along 5th will disrupt the livelihood of and hurt the CID for over 10 years. I-5 has already cut into the heart of the CID, shrinking and destroying the neighborhood permanently. The 4th Ave tunnel and the streetcar have already displaced businesses in the community that have never returned. For the sake of the survival of this 300+ year-old community, please move forward with the 4th Ave alternatives.	Kevin Shum
04/23/2022	Sound Transit Board Members and Seattle City Council Members, I am writing to express my concern about the CID station options 2a and 2b. The options 2a and 2b mean: Full closure of King Street, S. Weller and 5th Avenue for several years. Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th. Gas, water, electrical shut offs to businesses, nonprofits and residents. And will have very negative impact on the international district community for years. I am writing to urge you to take 2a and 2b off the table, and choose option 1a or 1b. Mengdong Yang	
04/27/2022	The construction of another station here does not bring any new economic benefits for Chinatown. The district already has heavy traffic and is in need of refurbishing in the nearby areas, such as clean up on the streets and new stores. Tearing down what there is currently ruins the flow that the city area has.	Lana Pham

04/27/2022	A transit system without riders is not a transit system. The design of the West Seattle to Ballard extension must be designed to maximize ridership and rider utility over the long term. This means: Stations must be convenient to access by biking. This means the DEIS should have a target for bike share access to stations and study ways to encourage additional riders arriving by bike. In the stations themselves, this includes bike racks, bike lockers, elevators that can accommodate a variety of bikes including e-bikes, and availability of shared bikes and scooters. In the station area, the DEIS should study the impact of area improvements including pedestrian and bike bridges and all ages and abilities connections to the existing Seattle bike network (such as it is). 2. Stations must be convenient to access by walking. This means that the DEIS should study station area improvements to sidewalks, and the addition of useful public amenities like plazas to attract people by foot. Inside the stations there must be reliable and redundant vertical conveyances which have been a disaster thus far. 3. Stations must be accessible to all people - regardless of age, ability, or disability. The DEIS should study how station design impacts not only people with mobility challenges or mobility aids, but also families with small children or strollers. 4. Stations must be designed for fast and convenient transfers. Stations that are too deep or require very long transfers between lines will discourage ridership. This is also an accessibility issue (see point #3). The DEIS needs to study the impact of station depth and transfer time on both ridership and accessibility. Comments on specific alignment choices: SODO: Prefer moving station to the north to avoid an expensive and disruptive taking of the USPS. Delridge: Prefer alternative compatible with the 41st Ave tunnel (DEL-6) Junction: Prefer WSJ-5 alternative (medium 41st tunnel) with a Fauntleroy station design that avoids expensive property takings. Ballard: Prefer a station on the west side of 15th Ave NW to maximize pedestrian and bike accessibility from the rest of Ballard, and to encourage transit oriented redevelopment north and south along 15th Ave NW/14th Ave NW. CID: Prefer shallow station options (CID-2a, CID-1a) to maximize ridership and avoid long transfers. Transfers between two urban lines cannot be 4.5 minutes in a modern transit system! South Lake Union: Study a Westlake Avenue or similar alignment that places the station closer to the heart of South Lake Union. Thank you for taking the time to consider my comments. I remain, Yours, Mark A. Foltz spuddybuddy@ubertuber.org 3635 Burke Ave N. Seattle, WA, 98103 Founder, Welcoming Wallingford	Mark Foltz

04/27/2022	The comments herein are specific to the Sound Transit "Preferred Alternative" for the Delridge section of the proposed light rail expansion into West Seattle. Guideways taller than the high level West Seattle bridge are unacceptably out of scale with the areas designated to receive them in the "Preferred Alternative", as are they with the whole of West Seattle. Placing a light rail station in the center of a neighborhood as diverse in terms of ethnicity and range of income as the neighborhood that will be obliterated by the "Preferred Alternative" is unacceptable. The continued gentrification of West Seattle as a byproduct of any Sound Transit "Preferred Alternatives" is unacceptable. A budget hundreds of millions of dollars more than any other alternative presented is unacceptable. The feedback that you've received from the community of North Delridge is unmistakable in terms of the need to limit the impact on this area when introducing light rail service to it. Should the "Preferred Alternative" move forward you will not only have failed to meet your obligations but will have also introduced a permanent scar on the face of West Seattle. The community of North Delridge put it's faith in Sound Transit as an "authority". If the "Preferred Alternative" is the best that we can expect perhaps Sound Transit should do nothing at all.	Ivan Stroh
04/27/2022	Public transportation is a service entitled to all citizens of Seattle. Through public transportation, upward mobility for low-income communities, especially communities of color, increases. Nonetheless, public officials need to be careful of how their projects and ambition can be detrimental to communities of color. The CID is a bustling neighborhood of Seattle that thousands of people flock to for work, tourism, recreation, errands, etc. It is a place of rich history that tells a story of resilience. Nonetheless, the CID is not invincible. Past transportation projects like the construction of i5 literally ripped the neighborhood in two. Businesses were displaced and people lost their livelihoods forever. I fear the same outcome with this new project. The CID can not handle another project which shatters it’s borders and displaces it’s people. I believe that the propositions regarding the expansion of Link Light rail through the Chinatown-International District of Seattle will be detrimental to the businesses and people who reside in that area. If passed, the constriction and implementation of this project in the CID will forever affect the neighborhood, staining the reputation of Sound Transit as a body that rejected thousands of objections all while tearing a community apart. I fear the loss of employment for the hundreds of people who work in the CID who will be affected by the construction and demolition of iconic Seattle businesses. Please reevaluate your plans to expand into the CID. Otherwise, the neighborhood will die along with its rich history.	Dylan Valdez

04/23/2022	Dear Sound Transit, Please accept this public comment concerning the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE). As someone who works as the Executive Director of a nonprofit organization in Chinatown / International District, I am deeply concerned about the impacts of this project on our neighborhood. I would like to urge Sound Transit to prioritize the 4th Avenue shallow option as the preferred alternative through Chinatown / International District, and that it discontinue consideration of all 5th Avenue alternatives. There are many reasons why I believe the 4th Avenue shallow option is the best alternative: The 4th Avenue option will minimize impact to businesses, including many small businesses, in the CID. The CID is a neighborhood that is already at high risk for gentrification and displacement, and it is also a neighborhood that has historically bore the brunt of large-scale infrastructure projects (e.g. I-5, sports stadiums). Sound Transit now has an opportunity to address these racially-motivated historical harms and choose an option that will protect small businesses and cultural heritage. Through conversations with community partners who have much deeper roots in the neighborhood than our organization does, I have heard repeatedly that there is significant fear that the neighborhood will be irreparably harmed if one of the 5th Avenue options is chosen. I believe that the people most rooted in a community should have the most power in choosing the future of that community, and so I want to amplify the voice of other CID organizations and individuals advocating for the 4th Avenue option. I am already worried about my organization's ability to recruit students for our programs in the CID after 2 years of pandemic shutdowns and the possible demolition of our next-door neighbor, Bush Garden. The 4th Avenue option will help keep traffic impacts farther away from Maynard Avenue, which in turn will make it easier for our students to get to and from our programs – and to ensure their safety while doing so. When comparing the 4th Avenue deep and shallow alternatives, it seems clear that the deep alternative will create significant access challenges to the new station (not to mention challenges for people transferring between lines), which risks turning people off from visiting the CID and limiting the economic benefits that the new station could bring. We all know that the decisions made in the next few months will affect the CID for the next 100 years. I strongly urge Sound Transit to prioritize the current and future needs of residents of the CID by choosing the 4th Avenue shallow alternative. Sincerely, Jordan Goldwarg	Jordan Goldwarg
04/27/2022	Hello, my name is Alejandro and I live in Seattle and use the Sound Transit Link Light Rail everyday on my commute to work in downtown Seattle. I am very pro public transit and believe that it is the solution to our society's and our city's addiction to fossil fuels as well as our struggles with climate change. However, I do not believe that we should solve these problems by placing undue burdens on our most vulnerable communities. I am strongly against Sound Transit's plan to displace and disrupt the Chinatown-International District community by building an extensive and invasive station over the next ten (10) years. The COIVD-19 pandemic has done enough already to weaken the local economy of the CID and the last thing it needs is further disruption and removal of local businesses. I am quite ashamed to say it, but the CID is the only neighborhood that I know of in the city that is predominately a racial minority neighborhood. To me it seems incredibly racist to even consider undertaking such a disruptive and damaging project while the neighborhood suffers from incredible gentrification and displacement. While the station could eventually bring about a strong economic future for the area, I see it as only a continuation of the gentrification processes that are occurring there already. I urge you to please consider building the station somewhere else where the economic and cultural impact will be less intensive and demanding on the people that currently live there. I am very proud of our city and our region and they're commitment to our progressive ideals. The last thing I want is to contribute to the devastation and harm that this station will bring to the CID neighborhood and the stain that such an action will have on our image and character as a progressive and accepting region in our country.	Alejandro Gonzales

04/27/2022	A station on 5th will lead to a loss of more businesses that countless BIPOC communities support and count on. Taking away these businesses will be another statement on racism. While the all options are meant to connect neighborhoods together, a station on 5th will only disconnect already marginalized and vulnerable communities from each other.	Christine Lazaro
04/27/2022	The city should choose options CID 1a or 1b as it is the least disruptive option. Throughout the years, this community has endured previous construction disruption, hate crimes, xenophobia, and was one of the most impacted communities in the Seattle because of the pandemic. In addition, for me personally, as a student at freehold theater it would be potentially detrimental to the organization as it has already had to relocate numerous times due to being priced out and flooding. This would be another instance of the business being vacated with little options to turn to. This would likely out classes on hold, limiting student growth and income for educators there. Thus, 5th Ave option would not only be vacating many food establishments (which are pillars of the community) but it would be knocking out a arts educational facility (one of the few left in the Seattle area). As an educator myself, this theatre, their teachers, and the community have been a saving grace these past months and it would deeply sadden me to think it could be gone. Please pick the 4th Ave option.	Sophie Chang
04/25/2022	To Sound Transit Board Members and Seattle City Council Members, I noticed that West Seattle and Ballard Link Extensions proposal CID 2a and 2b will have negative impact on resident of international district: Full closure of King Street, S. Weller and 5th Avenue for several years. Increased noise & air pollution, dust, dirt, vibrations. Disruptions to 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence. Disruptions to programs, classes, recreation for 1,200 elderly non-English speakers. Take all above concerns into account, Sound Transit should take 5th Ave. (option 2a and 2b) off the table and "Move Forward on 4th!" (Option 1a or 1b). Thanks. Feng	

04/27/2022	Dear Sound Transit Board of Directors: I am a homeowner living right in between Pigeon Point and Delridge Way. I am a public transit enthusiast and am thrilled for the upcoming expansions by Sound Transit in a region that needs more accessible, effective, and affordable transportation options. I have joined in on a handful of Sound Transit's community calls and have appreciated Sound Transit's willingness to engage with communities in making life-changing decisions for the residents of my neighborhood. Coincidentally, prior to purchasing my home, I lived right across the street from the Capitol Hill Station and witnessed the process and the successful, celebrated outcome of a vibrant transit hub. When designed thoughtfully, public transit has the power to catalyze an area. After learning about the alternatives and weighing the consequences of the impacts, I've come to strongly recommend the DUW-2, DEL-6, and WSJ-5 alternatives in the West Seattle Expansion based on the EIS's assessments of long-term impacts. While DUW-2 does cost more than its competing Duwamish Segment alternatives, its long-term impacts are significantly lower and less to current (and future) residents and employees, the ecosystem and parks, permanent in-water impacts, and noise/visibility levels in a residential area (6.2.2.1.2 Duwamish Segment; Table 6-9). Similarly, in the Delridge Segment's DEL-6 has the least number of long-term impacts to residential displacements, historic properties, and park and recreational resources, while also having the least operational visual and noise/vibration impacts due to its proximity to Nucor (6.2.2.1.3 Delridge Segment). The DEL-6 alternative falls on the lowest end of the estimated cost range in comparison to the preferred DEL-1a alternative, while additionally having the least long-term impact when compared to the other preferred DEL-2a alternative (Table 6-9). Finally, the connecting WSJ-5 alternative the West Seattle Junction Segment is on the lower cost range and would displace less residents and businesses (6.2.2.1.4 West Seattle Junction Segment; Table 6-9). This alternative would have some of the lowest amount of operational impacts and nearly no impact on historic properties and parks. Transit expansion comes at a cost, and the cost is more than a dollar amount. Once the construction is done and the trains start running, the residents will have to live with the consequences — the good and the bad — of the expansion. My hope is that the Board carefully considers the long-term consequences of these expansion decisions, impacts that will affect its riders' lives, homes, and communities. Sincerely, Hanna Hwang	Hanna Hwang
04/27/2022	While I support the increased access to public transit, especially for the ease of access for those who live & work in the C-ID and the potential business it will bring to the C-ID community, I implore you to select the 4th Ave option to which will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood.	Theresa Blaine

04/27/2022	Chinatown's International District consists of numerous residents and businesses who have all shaped the culutral identity of the area. To have construction along 5th Avenue would essentially split the neighborhood in half, negatively impacting the economy, where businesses suffer and the lives of people would be in jeopardy. To elaborate on how construction would cause hardship on 5th Avenue: Firstly, load zones would be eliminated and business access would be disrupted/eliminated along neighborhoods across 5th Avenue S., 6th Avenue S., King St., and Weller St. Secondly, in CID-2A, there would be 19-27 Business Displacements, as there would be 170-230 Employee Displacements, too. Additionally, 155-190 on-street parking spaces would be elimated. The loading docks for Uwajimaya would become temporarily closed for 1-3 months. Thirdly, along CID-2A Diagonal, 19-27 Business Displacements would occur. And there would be 170-230 Employee Displacements. American Hotel operations and retail would be displaced for more than a year. And Bity Building operations and retail would be displaced for more than year, as well. Lastly, 20-30 on-street parking would be eliminated. Lastly, in CID-2B, 18 Business Displacements and 170 Employee Displacements would occur. Where 40-50 in-street parking spaces would be eliminated. To contrast with construction on 4th Avenue: The north parking lot of the Pacific Office Supply would be displaced. There could be potentially disrupted access to Union Station garage, as well as disrupted businesses along 4th Avenue S. Lots will be vacant along former the Salvation Army property. In CID-1a, there would be 5-8 Business Displacements and 120 Employee Displacements. Whereas in CID-1b, there would be 5 Business Displacements and 200 Employee Displacements. From the numbers alone, construction of the new train station would be most beneficial along 4th Avenue, with significantly less economic impact. Through these numbers, the people of 5th Avenue S, in China's International District could peacefully get-on with sustaining their livelihoods, whilst respecting Sound Transit's plans for building a new train station, preferably on 4th Avenue.	Caitlin J
04/27/2022	While I support investment in public transportation, there are existing issues (like the West Seattle Bridge) that are still unfinished. Please don't move forward with disrupting small businesses and people of C-ID especially attempting to come out of the pandemic where there was plenty of disruption to livelihoods.	Mercedes Bickerstaff
04/27/2022	I oppose this planned expansion because this new route will once again displace Asian elders in Chinatown and further contribute to systemic racism in Seattle. The link needs expansion, but not at the expense of vulnerable communities.	Graham Isom
04/27/2022	Hello, my name is Hannah Morris and I am a proud member of the Seattle community. Having lived in several other major cities across the country, I can say with absolute certainty that our international district is unique to us and integral to the culture of the city. With the amount of gentrification happening all over the city, it is incredibly important to preserve historical areas that have made the city into the growing landmark it is today. I would be heartbroken to see us lose Seattle institutions such as oasis tea that have been home to so many memories for Seattleites of all ages, ethnicities, and cultural backgrounds. As difficult as I'm sure it will be, I urge you to find somewhere else to put this stop, or at the very least, do everything in your power to reduce the amount of demotion of buildings and businesses that will be sorely missed by the community at large. Thank you for your consideration.	Hannah Morris

04/27/2022	I am a business owner and community member in the CID and fully oppose the 5th Avenue options. I have seen firsthand the damage construction can do to a business as I have survived both the streetcar construction and the reconstruction of our sidewalk. This project will destroy many businesses in the CID and have lasting impacts on the fabric of our community. These plans show no regard for the CID and do not consider the community, economic, and health impact of this project. Sound Transit is clearly showing us that decimating our community is a viable option to provide services to predominantly white neighborhoods. I would also like to echo the letter from the Wing Luke Museum and stand in solidarity with them. The DEIS does not adequately encompass the historic reality of past public policies and actions, the everyday lived legacy of those actions to the present-day, and the subsequent real threats to future survival. As such, any conclusions made fall short of depth and breadth of the cumulative impacts from the WSBLE Project. The DEIS relies on limited information to evaluate historic and archaeological resources as a result of inequitable practices within the preservation field. Further information needs to be gathered and considered to make a better determination of impacts. The DEIS does not adequately recognize the uniqueness of the CID nor takes into consideration emergent threats to its neighborhood cohesion, all the more made evident during the pandemic. The Final EIS requires greater clarification on multiple fronts to better assess construction impacts.	Lonnie Wells
04/27/2022	RE: West Seattle alternatives. I think it is pretty close to unacceptable to have an above ground option that displaces so many people's homes and creates so much visual issues (over the Junction and above Avalon). I know the problem is incredibly complicated and expensive but I don't think there is any real option than underground. Thank you for the hard work. I know it's not easy.	Keith Ramsdell
04/27/2022	The building of the CID light rail stop will disrupt Asian American small businesses and encourage gentrification. Please do not build it in this neighborhood.	Amanda Ong
04/27/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave options (shallow or deep) to have the smallest impact on the neighborhood. As a Seattleite who works and frequents C-ID businesses, I have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Angela Lim

04/27/2022	I am West Seattle resident, father, architect; spent six years with an urban planning & urban design firm. My comments are limited to the Alaska Junction station and station area. Bottom line: I am strongly, strongly against any and all elevated Alaska Junction station options. I believe the further investment in an underground alternative is the only appropriate decision when viewed through a century-long time lens. ES.3.1.1.4. ES-19 The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would be disastrous outcomes for the Junction and are short-sighted from the perspective of future generations. I will not try to comprehend all the factors, obviously budget among them, that lead these two options to be "preferred". Even in the Junction of 30-40 years from now, based on the elevated ST stations built to-date, these elevated stations will be of a grossly overbuilt and unfriendly scale that despite my urbanist inclinations and professional background, believe will be detrimental to the experience, character, atmosphere and quality of their surrounding contexts. These impacts are measurable. But to keep it simple: people in such close urban conditions - such as the Alaska Junction already is - feel these multiple negative effects innately. That diminished quality of experience is a drag on the overall desirability of that area and therefore is a drag on its development and continual improvement over generations. This negative impact is not redeemed by the function that those stations serve. I believe that function - to move people in bulk through a densifying city - belongs underground! The many great cities of the world with systems consisting of primarily underground stations and alignments are all the evidence we need. It is possible to design an elevated station well, as an architectural object. But it is not possible to eliminate its impact on light, view, presence of its touchpoints (columns, etc), noise, and operation of the trains. Also: the fact that the two elevated Fauntleroy station options would obliterate mixed-use housing developments anywhere from only ten years old ("LA Fitness" via WSJ-1) up to a BRAND-NEW 2022 apartment building (vai WSJ-2) where the paint has barely dried is the height of insanity! This, from any measure of wastefulness and particularly from an embodied carbon perspective. How many saved car trips will need to be taken on ST over a likely a human lifetime to offset the construction, then subsequent DE-struction, of hundreds of units of housing that were built for a 50-75 year lifecycle? When you remove new, market-rate housing from the housing pool, it puts even more pressure than we already have on the existing, older housing stock, none of which is affordable anyway. ES.3.1.1.4. ES-20 The WSJ-3b Alternative, with a station that redevelops the aging, anti-pedestrian and urbanistically offensive Jefferson Square (Safeway et al) complex is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a triple, quadruple win, particularly for an aging, less mobile population who can exit this station just steps from the shops and services they need. The potential from WSJ-3b for an outcome similar to the Capitol Hill station and subsequent developments would be a tremendous win for generations to come. They will take it for granted because it will "just work". This would be in contrast to the elevated options and the cursing of their forebears who, perhaps feeling that they had no choice, had to cut corners and built a sub-standard (elevated) imposition on the neighborhood. WSJ-4 is a lower-impact use of the currently useless BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy. If the Avalon station was eliminated, this may be a more equitable access option. Finally, please coordinate with the Alki Lumber property development projects! And any other planned, large developments. WSJ-1 & WSJ-2 are bad enough in wiping out new housing. Please do not allow the market to permit and build even more massive housing projects, only for them to be halted or worse, demolished the day after they're finished! Thank you.	Brian Kenny
04/27/2022	Lightrail extension is best for the city, decrease traffice in the future. Any options if fine with me.	Hai Tran
04/27/2022	Low traffice during construction is the must	Thanh Tran
04/27/2022	Any options is great, wondeful to have light rail system in the city, I will try when it done.	Tu Vu

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Let me now add a bit of personal information. In 1960 I began my University education at Seattle Pacific College ad after 5 quarters transferred to the University of Washinton where I earned a BA in Bus. Admin Mrktg Major. During the time at the UW I lived much of those years in the U District. Upon graduation I married a US citizen (since divourced), became employed by North American Life before being transferred to Totonto On. While at the UW, I did volunteer work with the Radio and TV station as broadcaster and stage manager. I also took a course in Theatre ORganization and Management from Dr. Greg Falls and then became the first House Manager of ACT -- A Contemporary Theatre in 1965 which was a Professional Summer Stock company created by Dr. Falls. While there I found a continued interest in photography from the Theatre Manager which four years later having move to the GTA I began a 33 year career as a Wedding/Portrait photographer. I earned a Master of Photographic Arts PPOC and was Chairman of the Central Portrait division plus other positions. While working in this career, I learned of Custom Knives and joined the Canadian Knife Collectors Association and joined the Board 3 month after joining in August of 1980. Six months later I was President and remained on the board until 1997. We had many knife shows an a few yeaar aafe t Canadian Knifemakers Guild was formed, I was given Honorary Membership. I have known Blade Gallery & Dan O'Malley for over 20 years and hope that you can see that his business will continue to thrive in Seattle. Another business that I find myself having an attachment too is Dale Chihouly and wished that his new gallery had been open at our last Seattle visit in 2011. I will attach an image taken by me of a knife I purchased from Dan in 2000 on a trip to Seattle. Let me close by simply saying -- Go Huskies!!! However, I hope the Blue Jays can defeat the Mariners. Yours, BladeGallery Inc Customer: Murray White Home address: 1200 Shamir Cr. Mississauga, ON Canada Email: phymur@rogers.com Phone: 1-905-275-8320	Murray White
04/27/2022	I cannot wait to see the new extention open to sever many people in our community. Safety, quick transfer from City to City, low cost, easy to get to and from, on and off.	Suu Bui
04/27/2022	Less polution, less noise, low traffic	Phu An

04/27/2022	Sound Transit Board Members and Seattle City Council Members, Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Avenue construction. My family business was directly displaced during the light rail construction on MLK in 2009 so I understand firsthand community and financial impacts of such development. Considering the pitfalls of the lightrail on MLK that competes with street traffic with countless collisions and fatalities, Sound Transit has a deep responsibility to move with equity at the forefront this time. The Chinatown community has historically faced so much adversities with development in the area as is, not to mention the economic impacts of COVID-19, and the rise of anti-Asian hate. 5th avenue closure will absolutely decimate this community and its history and it will be at the hands of Sound Transit. Sound Transit, take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! Sincerely, Nurhaliza Mohamath Food Justice Coordinator at the Rainier Beach Action Coalition Community Leadership Institute Fellow with Puget Sound Sage Business Owner of Salima Specialties	Nurhaliza Mohamath
04/27/2022	I like to see it happen on 5th instead of 4th. Safety, low cost, many routes and frequently is the best	Kim Nguyen
04/27/2022	Move forward on the 4th Ave option, the 5th Ave one is far to invasive to C-ID businesses!	Chloe Chow

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Cheyenne DeLoach 8714 35th Ave NE #303 Seattle, WA 98115 541-941-3871	Cheyenne DeLoach
04/27/2022	I will be on when it open. Safety, low cost, fast speed, and easy to get on and off for disability person is the best.	Nhu Pham
04/27/2022	This expansion will be detrimental to the CID community and business owners. Minorities have been through enough the last several years with racism and small business closing due to the pandemic. Street closures for up to 11 yrs??? Ridiculous. Loud machinery for 16 hours a day along with poor air quality. Please do not put the CID through this nonsense. Think of the POC community.	Jessica Augustine
04/27/2022	I live in West Seattle, so happy to know that lightrail will open here, Any options is ok with me.	Chi Tran
04/27/2022	The transit route should be on 4th ave. The business that it would affect if any other alternate route is taken could destroy many lives. Also this town has memories and history. To make this work listen to the voices of those who will be affected in this decision. The 4th ave location is the least invasive.	Patricia Kuizon

04/27/2022	I what to comment in favor of tunneling the Ballard extension rather than bridging. I support re-opening the 20th Ave tunnel study for a stop on 20th, because the high housing density and access to shops would improve ridership. If not 20th Ave I highly support a tunnel stop on the west side of 15th Ave, option IBB-2b. That stop would provide close access to a Target, housing, hospitals, grocery stores, and would be highly trafficked. I currently live off of 15th, and want to stress the importance of increasing pedestrian safety and comfort along that street, which is essentially treated like a highway. Any traffic calming measures, including providing safe transit alternatives to private vehicles, would save lives and property. On that note, I would encourage tunnel stations to be shallower, especially shallower than the UDistrict stations. The multiple layers of escalators break frequently, which makes accessibility unreliable. I also want to comment on the importance of designing an easily expandable system, especially designing for increased ridership. Namely, I think it is essential that Ballard not be planned as the most northern terminus for the line. Finally, I want to implore Sound Transit to consider two important quality of life elements when designing future stations: one is to include flexibility for small retail in stations. Being able to grab a coffee, breakfast sandwich, or quick lunch while on your commute would increase ridership, and rider satisfaction. Two, is to plan for expansive bike ridership to stations. The multiple bike storage options in the new station in UDistrict are a great start, but to plan for even more bike storage and bike access would save money in the future and induce demand for another alternative to driving to a station. Thank you!	Ragon Dickard
04/27/2022	Regarding the Ballard station alignments - I would reconsider reopening the study on 20th Ave tunnel station. I work in this area of Ballard and with future Link expansion (especially a connection from Ballard to UW) this would be a great help to commuting and quick access to other parts of the city. Additionally, this area of Ballard is adding several hundred new units of housing and will continue to densify, adding to ridership and a need to service this location. If this is not possible then a station alignment along 15th Ave NW would be preferable either via a high fixed bridge or a tunnel like the one outlined in option IBB-2b. While I live closer to this alignment it makes the area difficult to access for those further west closer to the downtown core of Ballard located around 20th Ave. Without traffic calming measures or other easy pedestrian access along 15th this location reduces accessibility of riders for the Ballard station. Additionally the stations planned for tunnel locations like in the Chinatown/International District should be shallower. Already commuting on the station at U District is difficult due to the many levels. It is a hazard to have passengers rushing down multiple escalators to catch a train. The deep stations are an issue for accessibility and overall rider safety and reliable trip times. Thank you!	Zachary Turcich
04/27/2022	Information share is greatly appreciated. I can't wait to see it completed. Safety, low cost, keep historical zone	Chi Duong
04/27/2022	The CID has tried so hard to make the area welcoming for all patrons and many of the old businesses no longer exist here. Please do not build the 5th Ave and please go with the 4th ave. Businesses and livelihoods will be affected as well as the community in the CID	Mandy Truong
04/27/2022	I like the idea of extension. Please keep it with low cost, reduce fare, no additional tax in the future.	Mai Truong
04/28/2022	Less polution, noise, cost, done sooner, so we can travel to West Seattle from Seattle. Chinatown, and Bellevue.	Linh Vu
04/28/2022	Safety, low cost, easy to get on and off.	Lam Doan
04/28/2022	I drove to work and take public transportation for fun activities with friends on weekend. Low cost, safety, easy access is must consider in new extenstion please	Kim Phan

04/28/2022	Wonderful news for the City, Please get them done sooner than 2032 or 2037 so I can try before too old. Many thanks!	Hai Le
04/28/2022	Which option that low cost and safe for users is greatly appreciated.	Dung Huynh
04/28/2022	In reference to EIS 5.4.4.2 Impacts during Construction: In addition to increased noise and decreased pedestrian and vehicle traffic due to construction, this project will decrease access to and inhibit the function of local businesses and community resources if this project were to take place on 5th street. This project threatens the well-being of key establishments in the local Asian community in the CID that are still trying to recover from the heightened effects of racism and xenophobia directed towards Asian businesses throughout the pandemic specifically. Please help preserve the CID community by choosing to NOT place the new station on 5th street. Thank you.	Serina Dawa
04/28/2022	I like and vote for lightrails extension. It's helpful for me now and the next generation. I wish to see shallow station and low noise in the neighborhood.	Ly Tran
04/28/2022	Hello, Please chose the 4th Ave alternative instead of the 5th Ave alternative! Having a station on 5th ave would disrupt so many businesses and would take away some of the reasons for people coming to that area in the first place.	Ariane Evans
04/28/2022	My children enjoyed the lightral rides. I wish the cost is low with construction, less polution, safety get to the platform with working elevator so they dont have to wait too long or unable to walk due to disability.	Trung Tran
04/28/2022	I drove and take bus sometimes, hope th process and construction would not damage to current historical areas as well as not heavy traffic. low noise and polution.	Suong Nguyen
04/28/2022	The ID is home to many wonderful and community oriented small businesses. It is one of the most culturally rich places in Seattle and I believe also one of the last. It would be immensely devastating to watch the city lose more of these businesses to poorly planned expansion that continues to go on in this city. The lack of planning and empathy to communities is tearing this city apart. While I believe that accessible transportation is very much needed, what good does it serve if we watch the businesses that make this city worth exploring in the first place disappear throughout the process. The ID is an extremely special place. I am an asian american first generation immigrant who grew up in the suburbs north of Seattle. And when I had moved to the city and explored the ID, I really wished that it was something I was able to spend more time in as a child. It is a place that should remain to be seen by generations to come. It is home to many lovely hard working people that make Seattle so great. Having community and seeing representation is everything. Please leave this community be.	Claudine Magbag

04/28/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Roman Schindlauer
04/28/2022	Creating this light rail station will put many business and people risk of displacement.	Michael Pugal
04/28/2022	I don’t think this project is particularly helpful to making the CID more accessible. Chinatown is disappearing and making main transport lines through the entrance is not the way. Many people rely on this area for their livelihood. Please reconsider and move the project somewhere else. A few miles radius won’t make a difference in the long term, but will mean a great deal in the short term!	Minh Phuong

04/28/2022	Considering the human displacement risks between 4th Ave and 5th Ave, having the station at 5th Ave seems to potentially displace more businesses and residents. To this end, please choose the option that reduces human displacement risks, which appears to be a 4th Ave location. When considering displacement risks, please also consider the historic, social, and political context of the very specific community the station will impact, i.e. the heart of the API community in Seattle that is barely hanging on in the face of gentrification, high rent, high cost of living, and drastically reduced access to social services and community resources. Consider the history of displacement on those who have built CID for themselves and their safety and culture. These are API immigrants who back then and today come to the U.S. with next to nothing, often escaping poverty, war, and violence in their home countries, and survive in Seattle only with the support of other API immigrants and sympathetic neighbors of color. Consider the displacement API residents in the early CID days faced at the hands of Seattle locals who formed violent mobs and forced CID residents of Chinese descent onto boats back to China. Consider the federal and local policies and laws that perpetuated long-term displacement upon Seattle's API community, including the Washington Alien Land Law that prohibited immigrants from owning land in this state and essentially forced Takuji Yamashita, a Japanese American law student whose bar admission was rejected by the Washington Supreme Court solely due to his Japanese heritage, to move back to Japan; the WW2 Japanese American Incarceration that drastically and permanently reduced both the Japanese American population of Seattle and the physical size of Nihonmachi, which once reached where the current Central District is, to just a few blocks in the CID today; and the construction of the Kingdom and I-5 that not only destroyed residential homes/apartments and local businesses but impacted the air quality and health as a result of increased pollution from nearby vehicle activity. Despite this history, the CID survives as a safe space, means of making a living, and a rich cultural community for API immigrants and their descendants, thanks to the activism of the community and its allies. Consider the recent decade of displacement of the CID's most vulnerable residents, including immigrant families and aging residents who live on a fixed income and often do not speak English, whose livelihood depends on the resources only available in the CID including ICHS, CISC, ACRS's food bank, culturally specific grocery stores, doctors, CPAs, teachers, religious leaders, caregivers, bankers, newspapers provide in their specific language. Throughout history, the CID and by extension, Seattle's API community has survived because its people supported and protected each other in the face of continuing adversity through the years. Consider the work and legacies of Uncle Bob Santos and Donnie Chin who worked their entire lives to protect the very people this project will potentially displace and make homeless. Consider the richness and individuality that the CID has contributed to Seattle's strength as a city. People in Seattle and beyond love the CID for its delicious food, its rich history, the fun shops, the anime, the lion dances and drill teams, the pop-up shops, the bubble tea, the Night Market, movie nights, etc. Don't forget the residents and the community who worked to create, preserve, and maintain this unique place. Don't reward all the work the CID has done to protect and sustain itself with displacement. Again. Please don't make the saying within the API community ring true: People love to eat Asian food but hate the people who make it. Having a station at 5th Ave will displace more businesses and more residents than the numbers provided for a 4th Ave station. The priority here should be reducing as much residential and business displacement as possible, even if it means the project will cost more or will take longer to complete. Vulnerable people, including low-income blue collar service workers who do not speak English and lack white collar skills or the network or resources to get those kind of jobs, make their living with the businesses that could potentially be displaced. They will lose their jobs and it will be incredibly difficult for them to find similar jobs in a safe and familiar community that is often geographically close to their homes and families and of course, with workers who speak the same language. Due to the complexities associated with most immigrant workers, they do not experience the same barriers in earning an income that most U.S. citizen workers in Seattle face, which are already high barriers already. Workers will lose their income and their ability to provide for their families and keep housed, especially when housing prices and rent is unreasonably unaffordable. Any government program that will help this large number of displaced workers will either need to be extremely thorough to meet the complex needs of these workers or need an extremely large investment to do so. The potentially displaced businesses are largely immigrant and BIPOC owned. Not only are you impacting vulnerable business owners but the services they provide are often culturally specific, to which the lost of these business will impact the residents and local API community that often go out of their way to travel to CID to get these services. In a city where immigrant and BIPOC business owners are already at a financial disadvantage compared to white business owners outside of the CID, building the station on 5th Ave will further perpetuate the wealth disparities in Seattle between races and citizenship status. Finally, having a 5th Ave station will also displace vulnerable residents living along this area, which includes many senior citizens on a fixed income and who often do not speak English. Again, in a city where affordable housing is becoming a rarity and homelessness is a major issue nowhere near to being addressed properly, displacing such vulnerable residents dependent already on public benefits and community services will only add and perpetuate the housing, rent, and homelessness crisis. It makes the City look even worse when you're	Jenny Wu

	making elderly non-English speaking immigrants homeless. This is personal to me as I have close family and friends who live and work in the CID and make their living off their jobs in the CID to pay the rent, buy a home, or send their children and grandchildren to school. My grandmother lived in a subsidized apartment building near 6th Ave and Weller, where she took care of me growing up. My grandmother and her friends living in this apartment would be detrimentally impacted by a 5th Ave station. Please choose the option that would create the least amount of displacement for CID's businesses and residents. Please do this to protect not just CID's current residents and workers but to respectfully protect the history and legacy of the CID, its builders, its community activists, and its protectors. Do this to not exacerbate the racial inequities this City has failed to prevent for the past decade (and even longer). Do this to save some of the progress and gains made by the API and CID community. Finally, do this to protect the future of the CID and Seattle's API community.	
04/28/2022	I don't like the overhead stations and tracks running through busy residential and business areas. The visual impact and the impact on pedestrian and vehicular traffic appears immense. I strongly prefer tunnel alternative WSJ-3a.	Michael Phelps
04/28/2022	Find a better solution please	Ghada Haffar
04/28/2022	I took public bus to the station and transfer to the lightrail. I wish to see the elevator is working properly, clean, and safe	Xuan Nguyen
04/28/2022	I only take puplic transportation on a weekly commute. I will try the lightrail when my grandson is available to take me out. Safely is my bigest concern for get on and off, to the station as well	Danh Le
04/28/2022	The deep option is better to me because it's decrerase level of noise and it does not effect many things around. I voted for the extension with low cost.	Son Nguyen
04/28/2022	-Safetly and low cost with light rail transportation -less polution during construction -noise reduce in residential zone	An Le
04/28/2022	I have not have a chance to get on the lightrail and excited to get on some day soon. My family would love to take a trip in future. Hope tax does not increase on resident due to the light rail extension cost.	Kim Nguyen

04/28/2022	Dear Sound Transit, I am writing in regard to the West Seattle and Ballard link extensions draft EIS, specifically the Ballard/Interbay segment (executive summary pages ES-36 to ES-39). As a 13-year employee of Dusty Strings in Interbay, and also daughter of the owners and founders, I strongly urge you to choose the IBB-1b alternative, or to modify one of the other preferred routes in order to bypass our harp and hammered dulcimer manufacturing building at 3450 16th Ave W. Not only is Dusty Strings beloved in the Seattle music community, and not only are we the reason harp players in places like Italy and Japan have heard of Seattle and dreamed of visiting here to tour the factory where their harp was born, we also represent a dying breed of independent, family-owned, manufacturing businesses in Seattle. Our city is losing its unique character as businesses like ours are driven out by rising costs and the influx of giant tech corporations. In the face of this changing landscape, Dusty Strings has remained committed to staying in Seattle, employing local skilled craftspeople, and continuing to do business with integrity and heart. We talk to people every day who are so relieved that we still exist in this Amazon-dominated world - that there is a place to work where you are treated like family, that there is a place to shop where you are important as an individual and not a dollar sign, and that we are putting our hearts into creating heirloom-quality works of art that enhance people's lives. I support the light rail, and I know you have some really tough decisions to make. I realize that any route you choose will have an impact on someone's business or home, and I don't mean to say that Dusty Strings has more right to stay than anyone else does. However, I do think that being forced to move would be an exceptional hardship for our company. It's not something we could be reasonably compensated for, and it could take years to recover from. Having gone through a forced relocation 20 years ago when we were told we could no longer spray lacquer in our basement shop in Fremont, we know well the difficulty of finding affordable manufacturing space in Seattle that can support a one-of-a-kind business like ours. We have specific infrastructure needs as well as high materials costs and a low profit margin. The building we are in now was built 20 years ago to our custom specifications, houses four other small businesses besides Dusty Strings, and is the only reason we were able to stay in Seattle. It took five years and hundreds of thousands of dollars more than simply the purchase and building costs for us to move in, and we expected that we would be here for at least a couple of generations. Knowing how difficult it was then, and how much Seattle has changed in the subsequent two decades, I find it very hard to believe that Dusty Strings would be able to remain in Seattle if our current building were taken. While moving outside of the city might be an option, I believe it would be difficult for the company to survive. My coworkers and I (affectionately known as Dusties) have been looking forward to commuting to work using the light rail system we've voted for and are paying taxes towards, and it stings to know that we might instead be asked to sacrifice our workplace to the light rail and face a longer car commute instead. With homes in Seattle, families in Seattle, and kids in Seattle schools, I don't know how many Dusties would follow the company out of the city. A third of our crew have been here more than 10 years, and a few have reached the 30-year mark. Because the nature of our work is so specialized, it takes six months to train a new person to the point where they are actually contributing, and we depend on our longtime employees for continuity. To lose that collective skill and knowledge base and be forced to rebuild from scratch would be a massive blow that would take years to recover from. Coming on the heels of the pandemic, which has already put almost unbearable stress on us, it's honestly hard to imagine where we would find the energy to start over. Knowing how personally important our work is to so many people, I have to believe we'd find a way to carry on, but I still can't shake my fear that losing our building could be the final puff of wind that causes Dusty Strings to crumble the way so many other small businesses have in recent years. Please, if it's at all possible, choose the IBB-1b route or modify one of the other routes to bypass our building. We want to stay in Seattle in our custom and still-new building, we want to support our employees, and we want to continue doing what we love best, which is building musical instruments that bring people joy. Thank you for your consideration, Christy Mooers 12722 Roosevelt Way NE Seattle, WA 98125	Christy Mooers
04/28/2022	Lightrail is convenient, hopefully living in Renton can come to Seattle safety and low cost is best for seniors	Thu Ta

04/28/2022	The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit is over budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit does not exploit this opportunity to appropriate large to medium parcels, razing people's homes on them, rezoning and subdividing the lots, and selling them to builders for a net profit after they have built their line.	Prag Mishra
04/28/2022	Building the station at 5th Ave would disproportionately affect CID businesses, and harm/displace BIPOC communities. The 4th avenue choice would reduce impact on this historically significant area.	Andrea McCarthy
04/28/2022	Lightrail services is bring benefits to seniors in the community with low cost, easy to get on and off	Thanh Pham
04/28/2022	I like lightrail, convenient and cheap I wish the new extension is easy for everyone	Loan Tran
04/28/2022	Please slower the speed when in resident zone	Thanh Dinh
04/28/2022	-The lightrail is wonderful for our city, I hope less traffice during construction. Safety is my most concened for seniors and children in wheelchair or stroler	Lien Tran
04/28/2022	Lightrail is good to have in our City, Please dont tax residents we cannot affort higher cartab cost Less polution is better during construction	Phung Nguyen
04/28/2022	I hope during construction times no traffice issues in the neighborhood or impact so many residents	Thao Thao
04/28/2022	I have try lightrail in the past, it need a safer space on the ride for disability individual to avoid their wheelchair moving.	Le Tran
04/28/2022	I will share lightrail information to my friends and family members and will encourage them to give their feedback to the organization. Safety, easy to access, low cost, less noise, elevator is working and safety	Hanh Hanh
04/28/2022	I would like to say that having this route come through 5th Ave would cause nothing but a great loss to the CID. This historically significant and culturally rich neighborhood has been through the wringer, especially in these last few years. Closing down 19 locally owned and operated businesses and causing a decade of construction/road closures would be an extremely deep blow to a neighborhood which is already struggling to maintain. These last few years filled with hate crimes, constant theft, shootings, vandalism, and continued gentrification have already been so incredibly disruptive to many longterm business and residents. Whether this has come in the form of concentrated areas like 12th and Jackson or as the individuals who decide to come down here regularly to vandalize and/or steal from Asian owned businesses. This is also on top of the continued rise of rent and other disruptive new construction projects. The work people here have had to do just to get back up is fraught with extra hurdles. This decade of additional strain would cause more than 19 businesses to disappear it would demolish a big part of this neighborhood's identity.	Hart Boyd
04/28/2022	Lightrail is easy and fast, it help me a lot with transportatin issues.	Nga Huynh
04/28/2022	Many ways to improve our transportation system. Please consider the lowest impact to enviroment and residents with noise, polution, and relocation	Quang Quy

04/28/2022	I am a strong supporter of public transit and I believe that the light rail is extremely important to our region. However, I have concerns around the way public transit infrastructure so often takes place in marginalized communities who don't have the resources or opportunities to advocate for themselves. Listening to the community and working with the people you intend to serve is crucially important when undertaking civil projects. Please take the concerns around the environmental impact, the traffic, the quality of life into serious consideration, especially in regards to the construction on 5th Ave (CID-2a and CID-2b). I recognize that public projects will never have unanimous support, and that change is an inevitable side effect of progress. However, I implore you to listen to what the community is saying - not just which proposal would be the least painful for them, but really listen to what they are saying. In the future, taking in these community concerns early on in the design process and treating them as major stakeholders (rather than making assumptions about what they want) would help get buy in and support sooner. Everyone impacted by the construction of the infrastructure should get a seat at the table. They deserve a representative or some way to give feedback ahead of time. They're owed that much, at least.	Brian Park
04/28/2022	I am happy to see the new develoopment inthe City and transportation improvement. Please consider on safety, times, and cost. If everything line up well and benefits residents then you are doing great job to keep our City growing.	Manh Dinh
04/28/2022	I wish to still avlive to get on with lightrail and experience the long trip from airport to West Seattle I will ask my grandchilren take me when it done -deep or shallow is fine with me, safety is the most consideration	Chanh Chanh

04/28/2022	I do not believe that the CID station (the stadium station) needs to be expanded. I believe that an alternative could be evaluated and ultimately chosen to place a hub in SODO or just North of SODO (between Holgate and Spokane Streets), an area that is mostly industrial and does not have a vibrant, unique community. A hub between Holgate and Spokane Streets would also allow extension to West Seattle and Duwamish waterway areas. However, it seems again that Chinatown-International District will be divided and reduced to a neighborhood that people pass through. Like the construction of I-5 which divided the neighborhood, this construction will ignore the residents, businesses, community centers and parks that make up this vibrant neighborhood. As a citizen of this area, frequent visitor to CID for my place of worship, and having voted for almost 40 years, I believe that Sound Transit should reconsider the impacts of CID2a and CID2b on the Chinatown-International District in relation to the following paragraphs: 5.4.1 Transportation; 5.4.2 Acquisitions, Displacements, Relocations; 5.4.3 Land Use; 5.4.4 Economics; 5.4.5 Social Resources, Community Facilities and Neighborhoods; 5.4.17 Historic and Archaeological; Parks and Recreational Resources. 5.4.1 Transportation, p. 5-7 - "The project would either remove or convert some street parking to bus (or other transit) loading zones; however, the project would also be removing some of the residential or commercial land uses that created demand for parking in these areas." This admits that the project alternative CID2a and CID2b will take away parking, and remove vital businesses and residences in an already-densely populated area, in a neighborhood populated by people of color and the elderly. Those who do not live in the Chinatown-ID who travel from through King and Snohomish County to support CID businesses will have less parking. Light Link rail and Metro buses are not a safe or efficient alternative to personal vehicles for attending evening events at Hing Hay Park, the Wing Luke Museum, or the many restaurants. During construction, street parking is inevitably lost and street closure will decrease lanes available for vehicles, as we witnessed throughout the construction of the Light Link rail such as in the Roosevelt area. p. 5-14 -“Social and community resources within the Chinatown-International District Segment have historically faced multiple construction-related interruptions, delays, and accessibility issues associated with recent redevelopment and infrastructure projects, such as the First Hill Streetcar. Sound Transit would work with resource and community providers in the Downtown and the Chinatown-International District segments to minimize impacts from the WSBLE Project and maintain access to resources.” A plan created with community input, needs to address these issues before choosing alternatives. Will buses be re-routed through the CID during construction? Jackson street is already compromised by the “First Hill Street car”, whose ridership may view Chinatown-ID as a neighborhood they pass through on their way to the Stadium or Downtown. 5.4.2 Acquisitions, Displacements, Relocations, p. 5-8: “Not all of the identified foreseeable future actions have finalized environmental documents, including displacement data, and all projects are subject to change from a variety of factors, such as funding and design modifications …However, Seattle’s recent history of large-scale redevelopment has caused involuntary displacement of individuals through the sale of rental properties to private developers…. Sound Transit’s study of available and vacant properties within the WSBLE study area indicates that most, if not all, displaced entities could be relocated within the city, although not necessarily within the same neighborhood.” More research is needed to determine which residences will be lost by CID2a or CID2b. Residents who lose housing in Chinatown-ID cannot be temporarily or permanently housed in another neighborhood. International Community Health Services (ICHS) is located in the CID, opened in 1975 as the first clinic to serve a diverse Asian population. Residents shop in stores where store owners speak their language, and provide herbs and food specific to their diets. Businesses will be closed due to CID2a or CID2b, located at: 418 5th Avenue South; 519 6th Avenue South; 515 South King Street (L4.1, p33). 5.4.3 Land Use, p 5-10: “The WSBLE Project would support the goals of several regional and local plans, such as Puget Sound Regional Council’s VISION 2050 (Puget Sound Regional Council 2020); King County’s Comprehensive Plan (King County 2018); and Seattle’s Comprehensive Plan (City of Seattle 2018b), Urban Village Strategy (City of Seattle 2015a), and Transit Master Plan (City of Seattle 5 Cumulative Impacts Page 5-10 | West Seattle and Ballard Link Extensions Draft EIS January 2022 2016b), by encouraging mixed-use transit-oriented development and affordable housing through Sound Transit’s Equitable Transit Oriented Development program in areas planned for high-density development. This development would occur predominantly in areas surrounding transit stations and would improve neighborhoods’ appeal by improving transit, recreational, employment, and retail opportunities and accessibility.” Chinatown-ID has already been the brunt of increased high-density development, which creates residences that do not meet the needs of the Asian elderly or the working class who currently live in the area. Recent high rise, increased-density residences do not maintain the architecture of the CID or reflect the different ethnicities that make up this neighborhood.	Andrea Mano

	5.4.4 Economics (p 5-10): "However, redevelopment has been occurring throughout the study area and would likely continue without the WSBLE Project and in relation to other foreseeable future actions. Planned private development projects would also increase the availability of residential, retail, industrial, and office space, as well as employment opportunities, within the project vicinity. As redevelopment occurs, it is also possible that it may become more expensive for business owners to operate within the study area, and it is possible that the WSBLE Project could contribute to a cumulative impact on businesses in the study area." It appears that for CID2a and CID2b, Bank of America, a full-service bank that for decades has served CID and local Asian churches will be removed (Bank of America, 525 South Jackson Street, L4.1, p33). Businesses such as Oasis Tea Zone will close as the land it sits on will be acquired (519 - 6th Avenue South, L4.1, p 33), a business frequented by young, elderly and the Seattle Police Dept. Additional research should be done into alternatives to having CID2a or CID2b or having any additional station in CID. 5.4.5 Social Resources, Community Facilities and Neighborhoods (p5-13) "… the Chinatown-International District was identified by the City as having a high displacement risk to residents and businesses. Increased property values and redevelopment encouraged by the addition of transit service could result in changes to neighborhood composition and character. These changes are already occurring to some extent with recent growth trends. Sound Transit is partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion as well as strengthen connections between the Chinatown International District, Pioneer Square, and the transit hub. These efforts are in early phases and will continue during the Final Environmental Impact Statement and final design phases, guided by the community and informed by the actions of the Sound Transit Board to identify the light rail project to be built." CID2a and CID2b should not be put forward as alternative until these "efforts" to partner with the community have been explored with community input and external consultants. CID already has a cohesive community, with health services, grocery stores, restaurants, community centers, housing, outdoor places to gather, without the addition of another Light Link rail station. Maintaining and enhancing community cohesion would therefore not require the addition of another station at 5th Avenue South. Each day, from sun-rise to sun-set, Hing Hay Park serves the elderly Asian community, who gather to talk, to walk and to exercise. Evening events on the weekend include outdoor markets, performances by the community or outdoor movies. The noise and reduced air quality from construction will reduce the quality of those who rely on Hing Hay Park as one of the centers for their community. Increased traffic during use can lead to increased problems, such as the recent attack at the Stadium station where a woman was thrown down the stairs and kicked. 5.4.15 (p. 5-21 and 5-22) "Existing services, such as police and emergency service providers, would continue to be available in the areas they currently serve, as well as any expanded services which may be added to accommodate planned growth within the area. Station design and security services along the light rail system would minimize crime incidents and would not contribute to a cumulative impact." Chinatown-ID is already underserved by emergency service providers and police. Tents continue to house people under I-5 along Jackson or King Streets. Another Light Link rail station will be another area for people to sleep and urinate in public. Additional research and commitment from emergency service providers is needed to ensure that adequate services or expanded services are provided, with an influx of additional people travelling through the CID. Thank you for your attention to these concerns.	
04/28/2022	I like this idea of lightrail extension, I cannot wait to get on. Please make sure it's easy to get to the platform for seniors with wheelchairs	My Dung
04/28/2022	I will try to get on lightrail when it done. Now I am driving for short distance	Hien Pham
04/28/2022	Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Also the 5th Avenue options are all too disruptive to existing businesses and the CID community to be considered. The light rail should revitalize the area, not destroy it. Construction on this station is already projected to take at least ten years, what will the traffic look like in CID during that time? Stadium traffic and event parking already regularly disrupts businesses without additional construction.	Larry Liang
04/28/2022	Lightrail is safe and cheap	Tham Nguyen

04/28/2022	As a resident of Seattle, I enjoy going to Chinatown and International District to visit the local and irreplaceable vendors and shops. Some of my favorite places are in proposed stations locations. Not to mention, more than just personal enjoyment of visiting these memorable businesses, many of these locations are family owned and local. Displacing these businesses, disrupting their operations, and reducing their customer accessibility is unacceptable and not worth the proposal. The long construction can destroy the Chinatown marketplace and economy so severely that may not be much to even visit by the end of construction thus reason to use the proposed transportation. Additionally, it is unnecessary when there are alternative transportation options and better potential areas available.	Anjali Sinha
04/28/2022	Deep is better, make sure elevator is working most of the time	Thu Le
04/28/2022	the idea to ruin CID for a stupid train for Ballard to west Seattle an area full of mainly rich people who can afford alternatives is disgusting and will ruin the lives of hundreds of employees and so many businesses owned and operated by primarily asain people who do not have the same business opportunities in other parts of Seattle Ballard and West Seattle are mostly made up of white rich people destroying asain owned businesses for the convince of rich white people is unethical and inhumane	Caden LaMar
04/28/2022	Dear Sound Transit, I am a resident and owner of a condo unit at 909 5th Madison, the so-called "5th&Madison" building. I have reviewed your responses to the questions of my community, and I am deeply troubled by the preferred option for the Midtown Station. The life of 125 families in my building would be upended for several years during construction: the potential closure of Madison St, closure of our garage gate, gridlock around the block, access to deliveries and even more importantly, access to emergency vehicles, will all be major disruptions in our everyday lives for years. Our building is the largest condominium building in the Financial District, has already suffered from the degradation of downtown Seattle in the last few years, and the proposed Midtown Station could deliver the final blow. I urge you to move the station to 6th St. Thank you for giving us the option to comment. Respectfully, Anna Goussiou	Anna Goussiou
04/28/2022	In regards to the new station in the international district, it would seem as though moving forward with the 4th ave alternative would be a more equitable solution, as it will be less disruptive to the residents and overall community of the international district than the 5th ave options.	Alexandre Beard
04/28/2022	I urge further study before finalizing the DEIS, which does not adequately take into account efforts to stabilize and strengthen a neighborhood already under tremendous stress. The CID is at the core of Seattle history, and yet has been repeatedly and destructively impacted by major infrastructure projects that ignored the cultural integrity of the community, namely I-5, the Kingdome, and subsequent stadiums. It is increasingly a fragile community, as witnessed during the Covid pandemic, when small business experienced violent racist attacks, and many remain boarded or closed. To think that such an already pressured, community of color can withstand years of construction closure and traffic is folly. Sound Transit can do better. It can show true leadership in more deeply studying the impact of construction and subsequent traffic and elevating the value of a historic and living community.	Barbara Johns
04/28/2022	Don’t build on 5th. How about you build on 4th. Thank you.	Alicia Lawing
04/28/2022	Honestly, I’d prefer the no build option for the CID because all the alternatives seem highly disruptive. I worry about patients and elders accessing the health and social services at ICHS, shelter residents, etc. If you’re going forward with light rail construction in the CID, the 4th Ave options would be preferable for the Asian-owned businesses in the area. It would be ideal to have no more disruptions in a historically marginalized community to begin with, but for the least long-term impact on local business and residences, please go with the deep station option (CID-1b).	Carol-Ann Smith
04/28/2022	Never understand the way some engineers design project without given any respect to the human factors, in this case, the proposed CID station location that will wipe out blocks of carefully preserved Asian cultural gem of this great Emerald City. Board members of Sound Transit should have more sense, I hope, to avoid destroying part of the city historic culture.	Dennis T Su

04/28/2022	I'm upset and saddened to see the city and Link Light Rail taking advantage of the non-vocal minority of the underserved communities of CID. There will be a lot of businesses and communities that have been there for many years that will be affected. They have already been through a lot of trials what with COVID closures and discrimination and building the light rail through their community would be detrimental to their well-being and livelihood. It would be better for our taxpayer money to be spent on projects that help the businesses and communities in these areas as well as addressing the homeless population that also live in this area. I hope this takes precedence over building a light rail station that serves communities who are already well off and it is apparent that their communities take priority over those that are more in need.	Norlaila Toulas
04/28/2022	The environment impacts of a station on fifth ave in the CID are MUCH greater than those of fourth ave. I am more likely to use sound transit if I know it's protecting as many local businesses as possible.	Laura S
04/28/2022	West Seattle resident (westwood, formerly delridge), so only commenting on the areas I travel regularly: Preference for either of the DEL-2 designs over the DEL-1s. DEL-4 is also appealing. DEL5 and DEL6 feel like they're likely to complicate an already tense driving area, as well as suffocating Nucor. WSJ-3a and 3b's suggestion of a 3 year full closure of 35th is absolutely insane. 35th was recently impacted by a comparatively less disruptive closure for new bus stations, and it was brutal. Closing 35th for 3 years should be out of the question. 35th is a west seattle backbone, significantly wider than all surrounding streets, which are steep and narrow residentials that are already effectively one-way when cars are parked. There's no way to catch the overflow from a full 35th closure. If you take one thing from this comment, it needs to be this: Do not fully close 35th.	Rick Steele

04/28/2022	Hi. Please, please consider the impact on the West Seattle Golf Course. This is such vital place for community, sharing, learning, fun and being outdoors! This is about the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of the golf course which is Park property. The reasons are the following: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B The business disruption is closely similar for both of these options The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The loss of revenue and loss of recreation opportunity would not be impacted for over 60,000 golfers each year There would be no risk of golf balls hitting the trains The Parks Department supports the Yancy alternatives This is the only golf course that serves the West Seattle community Longfellow Creek would have no risk of damage to the fish or the creek The mature trees all along the North edge of the golf course would not be cut down Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you for helping us keep our beloved golf course and making the light rail project efficient and useful as well! Regards, Janet Sweet	Janet Sweet
04/28/2022	West Seattle resident (westwood, formerly delridge), so only commenting on the areas I travel regularly: Preference for either of the DEL-2 designs over the DEL-1s. DEL-4 is also appealing. DEL5 and DEL6 feel like they're likely to complicate an already tense driving area, as well as suffocating Nucor. WSJ-3a and 3b's suggestion of a 3 year full closure of 35th is absolutely insane. 35th was recently impacted by a comparatively less disruptive closure for new bus stations, and it was brutal. Closing 35th for 3 years should be out of the question. 35th is a west seattle backbone, significantly wider than all surrounding streets, which are steep and narrow residentials that are already effectively one-way when cars are parked. There's no way to catch the overflow from a full 35th closure. If you take one thing from this comment, it needs to be this: Do not fully close 35th.	Rick Steele

04/28/2022	West Seattle resident (westwood, formerly delridge), so only commenting on the areas I travel regularly: Preference for either of the DEL-2 designs over the DEL-1s. DEL-4 is also appealing. DEL5 and DEL6 feel like they're likely to complicate an already tense driving area, as well as suffocating Nucor. WSJ-3a and 3b's suggestion of a 3 year full closure of 35th is absolutely insane. 35th was recently impacted by a comparatively less disruptive closure for new bus stations, and it was brutal. Closing 35th for 3 years should be out of the question. 35th is a west seattle backbone, significantly wider than all surrounding streets, which are steep and narrow residentials that are already effectively one-way when cars are parked. There's no way to catch the overflow from a full 35th closure. If you take one thing from this comment, it needs to be this: Do not fully close 35th.	Rick Steele
04/28/2022	Please acknowledge the potential consequences and ramifications of business displacements in the international district. The 5th AVE option causes more business displacements than the 4th AVE option. The 4th AVE option does cause business displacements but not as much as the 5th AVE option. It is the lesser of two evils. In any regard, please acknowledge any potential displacements and accommodate them during construction of the West Link to Ballard.	Michael Sea
04/28/2022	The negative impacts of this plan on the C-ID neighborhood are too great to continue unchecked. Please take this proposal back to the drawing board and consider alternatives that protect housing, small businesses and cultural institutions in the C-ID.	Rebecca Chase-Chen
04/28/2022	Rider experience should be the primary motivation for all decisions. Best station placement, ease of transfers, speed/ease of station/platform access and reliability is a must. Getting the most ridership is a must. Planing for expansion would also be preferred. We're building a system that will out live us so petty arguments about shortsighted goals need to be put aside. For example a 14th Ave in Ballard or SLU right next to 99 would be a wasted opportunity. Making downtown light rail and other major transit transfer difficult or timely is a non starter. Using movable bridges is a joke. We need to build an excellent urban system for riders and not let anything stop us. Don't take this opportunity away from us and waste it. Thank you for your time	Joshua Karell
04/28/2022	The Central / International District is a very important part of Seattle. Moving the entrances of the Light Rail Station to 5th Ave S doesn't feel like the best move. Many businesses would close. Construction would close streets for a decade, and the noise from the project would be a nuisance. Please consider the effects of the pandemic on the neighborhood. The anti-Asian sentiment that so many people endured during the pandemic is enough stress to deal with. Changing this important neighborhood is too risky.	Brandi Carnes

04/28/2022	Hello, As a lifetime resident of the South End and a sixth generation Seattleite, I strongly urge you to build the new station on 4th instead of 5th. Development in Seattle and the destruction of historic buildings, neighborhoods, and communities of color and the working class has been almost unmatched anywhere else in the country in the last ten years, in addition to the fact that the city has already gone through many other periods of massive development, destroying parts of our short and small and precious history and communities that was then regretted deeply later, including destroying part of the CID with the building of I-5. The neighborhood is already threatened by gentrification, as is the entire city, which is rapidly becoming unaffordable for anyone who does not have an extremely high paying job. The idea of destroying part of this small and one of a kind neighborhood and community for a second light rail station in the same area as the first instead of building on 4th would be absolutely shameful and ridiculous. Sincerely, Nick	Nick Thompson
04/28/2022	As a supporter and user of public transportation, I am grateful for the ongoing expansion of the light rail system. The expansion from West Seattle to Ballard will undoubtedly have a huge impact on the CID business and community. There are the hardships that come with this level of construction-changes in access to business, traffic and uncertainty and a permanent occupancy that will allow access but may also further increase property costs. The CID and community have spoken. They have pleaded to have construction plans moved forward to 4th and not 5th avenue. This move will still disrupt business and lives but it will be less detrimental. Please protect the CID community. What will be lost by moving forward with construction on 5th is too high of a cost.	Stephanie Gomez
04/28/2022	Only consider putting the link on 4th Ave S for the international district (CID). Don't choose 5th, it will displace many businesses.	Zhane Spates
04/28/2022	I think the light rail expansion near CID should take place on 4th avenue not 5th avenue. By extending the light rail system through the purposed route on 5th, it will significantly impact the Asian- American community, including numerous families who have worked so hard to carve a path for their current and future generations. Seattle has had enough gentrification throughout the communities of color, let's not destroy another meaningful part of Seattle that many Seattleites grew up with. Please consider saving this piece of cultural diversity that Seattle is known for and find alternative routes, such as 4th Ave S, to give the public access to this beautiful Chinatown International District	Anthony Ngu
04/28/2022	I would like to provide a comment in support of the proposed alternative for the 4th Avenue rail station in the C-ID over the 5th avenue alternatives. Both proposed alternatives would submit the communities of our AAPI neighbors to prolonged negative impacts to their businesses and way of life. Decades of construction projects that have routed through the C-ID have drastically impacted the communities and social and economic way of life of AAPI folks. While i believe wholeheartedly in the light rail extension, we must choose options that not only limit the environmental impact, but also the social and cultural impact of proposed development. This is environmental justice: historically marginalized communities should not shoulder a disproportionate burden to provide an environmental amenity to the larger Seattle area After reviewing the two alternatives, I believe the one that pursues the practice of harm reduction - or, will have the least potential negative impact - is the 4th Avenue alternative. Additionally, if businesses and employees from BIPOC communities are displaced, STB should take all measures necessary to provide financial assistance to those impacted business owners and employees.	Grant Gutierrez
04/28/2022	Please consider the 4th Ave option for light rail construction. Using the 5th Ave option will greatly impact the CID, which is already economically disenfranchised by Covid and xenophobia. Do not displace a whole neighborhood!	Gabriella Vogt

04/28/2022	Please choose an alternative route for the light rail! I applaud the ingenuity of this form of public transit, but cannot support tearing through historical sites and allowing marginalized populations to bear the brunt of what ultimately benefits mainly wealthier white populations. Yes, WA. Is about progress and also needs to be about what is fair and equitable for all involved, especially those living amidst the destruction of sacred spaces and seeing their community and livelihood be turn apart once again.	Wendy Barth
04/28/2022	I'd prefer frequent bus connectors and coordination with current bridge development to a separate West Seattle bridge project. I would like to see better cooperation between agencies. If collaboration is happening, it doesn't seem that way and perhaps more communication about that would be appropriate.	Lisa Reager
04/28/2022	The US has a history of displacing ethnic neighborhoods for transportation projects. Sound Transit needs to make sure that is not repeated in this project.	Teresa Jewell
04/28/2022	Thank you for your efforts on this light rail project! As a Seattle resident who relies on public transit, I sincerely appreciate additions that will positively impact so many through the years. I do have some comments on route alternatives for the Interbay/Ballard segment, EIS pages ES36 to ES44. 2 of the "preferred" routes would remove the specifically purpose built manufacturing home of Dusty Strings currently at 3450 16th Ave W. This company is a Seattle native, family-owned and operated here for 43 years. Employing over 60 local people, and having grown into a globally recognized and respected harp builder. More than that - I'm 37 years old, with multiple degrees, and have worked across a variety of industries in multiple states. I've just completed my first year employed at Dusty Strings, and I can sincerely state that it is the most ethical, compassionate, and responsible company I have ever worked with by far. They go above and beyond for both customers and employees, as well as working intentionally to support their community and operate with care for the environment. Any city should be proud to have a company like this represent them, and Seattle is lucky that Dusty Strings has tried so hard to stay here, even when it has become increasingly financially difficult as the city transitions to nearly exclusively tech. I STRONGLY SUPPORT ROUTE ALTERNATIVES, such as the proposed IBB-1b alternative, or other alterations that would preserve the purpose built manufacturing home of Dusty Strings. Replacing this building - with its mill shop, craftsman woodworking space, finishing room, lacquer facility, sound-protected assembly space, and all the massive amounts of supporting infrastructure for such an artisan business would require a level of time and financial cost that might not be possible. Especially in the wake of a pandemic that continues to seriously impact manufacturing businesses. Please, please consider the benefits to keeping Seattle a home to more than tech. To small businesses that demonstrate how to compete on a global scale while being entirely locally operated. To companies that live out the ethics of equity and inclusion, and whole person support for their employees. Please consider route alternatives that preserve the manufacturing home of Dusty Strings. Thank you.	Lillian Johnson

04/28/2022	I have been an urban dweller my entire life; living in Chicago, Paris and NYC. All great living/pedestrian cities with some of the densest transportation systems available. I have been trying to support/live that same urban style in downtown seattle for the past 15 years or so. I have 3 key frustrations/disappointments with the current plan (and others). Integration and Leveraging While Seattle is very fortunate to have many passionate and committed individuals and groups to help develop our great city, most all of the efforts are independent, non-integrated and therefore often wasteful. Repeating/solving many one off, similar tasks over and over in the same area rather than sharing , leveraging and building in addition. Why we are building yet another tunnel through downtown first ...and then expanding outside of? The fact that we can't find ways to share current tunnels is shocking. We have seen the reports that show we are one of the only large urban areas that use many more trips to transport far fewer passengers. Why cant we, like the dense urban areas i mentioned above, find ways to share the tunnels. NYC, Chicago and Paris all figured it out. Wasteful, under-leveraged spending. 2. Pedestrian Friendly/True mixed use Dowtown NEIGHBORHOOD. Seattle is a city of great neighborhoods...except downtown. We still treat it like a commuter/shopper corridor. 1st Avenue and 5th Avenue are our only two more intimate downtown streets for a great pedestrian experience, in comparison to our very broad 2nd, 3rd, 4th and 6th. Why would we destroy and convert yet one more street for transit, rather than allow 1st and 5th to be a great pedestrian paradise? If we want Downtown to be a true neighborhood we need to attract and think about people who are/want to live there there 7x 24...not just passing through 9 to 5 Again, consolidate/share the transit corridors sandwiched between two intimate streets 1st and 5th 3. Relating to above; the residents of the downtown are the very last on the list of considerations. I have been trying to make downtown my neighborhood for almost 15 years patiently waiting for acknowledgement that people live here. Construction, noise, services, always cater to the 9 to 5 business community first, then tourists. With the unprecedented shift in housing costs being close to equivalent to commercial office space....and the fact that we want to 'rebuild' our downtown into a neighborhood we can be proud of as an international example, the residents may want to become more of a priority. The current 5th avenue plan will have very negative impact on quality of life for many residents. Many residents who have been patient and trying to be faithful to the evolution of our downtown.	andrea vanecko

04/28/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Yancy/Avalon routes. I oppose any of the alternatives that impact the West Seattle Golf Course. In addition, any of the tunnel alternatives are completely unacceptable due to the loss of over 3 acres of Park property on the golf course. Following are my reasons: The budget is the same or cheaper for the Yancy/Avalon routes, 1.6 B and 1.5 B. 2) The business disruption is closely similar for both of these options. 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487. 4) The Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than how it was intended to be used. 5) With the Yancy/Avalon routes, the loss of revenue and recreation opportunity would not be impacted for over 60,000 golfers each year. 6) There would be no risk of golf balls hitting the trains. 7) The Parks Department supports the Yancy alternatives. 8) This is the only golf course that serves the West Seattle community, and is one of only four in the city. 9) Longfellow Creek would have no risk of damage to the fish or the creek. 10) The mature trees all along the North edge of the golf course would not be cut down. Please adjust the preferred alternative to either of the Yancy/Avalon routes. Thank you	Jennifer Broadstone
04/28/2022	Hi, I am a concerned community member particularly for this projects decision to add a station/link to the Chinatown International District. As an Asian-American, who has grown up in the area, it is painful to see how much gentrification and damage new development and Seattle's unhoused population has decreased the Asian diaspora there for both residents and businesses. I please ask that Sound Transit considers how the construction will impact the communities in the area. This construction will cause closures and disruptions to traffic that the CID businesses are desperately needing as they are still recovering from COVID-19 and at an amplified rate due to the stigma and anti-asian hate that was brought up the community. Please think about people and community, not capitalism and construction when you decide to develop in underrepresented places. The residents of the CID are mostly non-native English speakers and even those who do not reside there but are from the AAPI community that come to support, please consider the best option to cause less harm and disruptions. I don't want to see my community disappear even faster than it already has - if the project must proceed please continue to move forward on 4th and stay away from the main hub of businesses and homes.	Bryanna Bui
04/28/2022	The CID deserves to have a more responsible and community friendly station that serves the residents and members of that neighborhood. It's already been cut in half by a freeway and been hit economically by the pandemic. The 4th Ave option is by far the best for the whole city. Do better.	Taylor Aikens

04/28/2022	As a frequent patron to the C-ID, please move the 5th Ave options to 4th Ave. This district that brings culture and diversity cannot endure more displacement. People from far and near rely on this neighborhood for their necessities. To eliminate these small businesses who are owned and operated by marginalized families further disenfranchises people of color. To even temporarily eliminate the already scarce parking and access to parking would discourage frequent visitors from other cities and tourists because of the lack of access. I commute from up north and parking a consideration of whether I will come. Though it may be temporary, but it will cause less harm on 4th than on 5th. Even just a few months of disruption for small businesses will cause them some to shutter completely. Carving up this neighborhood sends a message and will make national news. Please consider protecting our AAPI community and being a model of what it looks like to actually protect marginalized people. Thank you, Rev. Angeline Lau	Angeline Lau
04/28/2022	For west seattle - delete Avalon station and put $ towards medium tunnel option for Alaska junction station. Place station at Bank of America site.	Michael Brunner
04/28/2022	Please build the light rail station through 4th instead of 5th in the International district. This will be much less disruptive to the local businesses.	Liza Dinh
04/28/2022	A tunnel option for West Seattle is the only way forward. An elevated route would destroy hundreds of housing units in the middle of a housing crisis. And with land values skyrocketing, by the time construction would begin, a tunnel likely be the cheaper option for taxpayers. In addition, keep the Avalon Station. Those advocating for dropping Avalon fail to consider (i) the amount of high-density housing on Avalon and surrounding streets; and (ii) the hill climb that would be necessary to reach a station on 41st/42nd. For folks with mobility challenges, Avalon Station is a necessity.	Jeffrey Maxwell
04/28/2022	Prefer the 4th Ave option for the CID station to better protect existing businesses.	Marshall Blaine
04/28/2022	While I support the expansion of public transit, especially for the access it could bring to those who live & work in the C-ID and the business it will bring to the C-ID community, I ask that you select the 4th Ave option, which will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood.	Sandra Faucett
04/28/2022	I worry about the impact this will have to the CID community and businesses. With xenophobia and anti-Asian hate crimes running rampant, this will likely cause an even larger increase.	Kelsey Szuba
04/28/2022	After reading the Draft EIS, I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). (Oppose DEL-5 and DEL-6, Page ES-16) Alki Beach Academy is one of the very few childcare options in West Seattle. If forced to relocate the facility, 300 children would be displaced and Alki Beach Academy would have to move outside of West Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community. Please do not force them to relocate. Thank you.	Kyle Murdock

04/28/2022	As an Asian American and loyal customer to many businesses in Chinatown-International District, I beg you to protect those businesses' livelihood and choose the 4th Ave option for the new light rail station. So many of those small, family-owned and -operated businesses are what make the city of Seattle so special and rich with culture. Many people who visit Seattle make it a point to visit this neighborhood, countless residents depend on these businesses for food and grocery, and to gather as a community. I hope you hear our voices loud and clear and understand the devastation that NOT building on 4th would cause to many thousands of people.	Kaitlyn Yamamoto
04/28/2022	For the Delridge Segment, we encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station. As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered.	Scott Schubert
04/28/2022	Please consider my comments for the West Seattle and Ballard Link DEIS as follows: A. General Comments First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station. 2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up. 3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road. 4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail. 5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes. 6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines. B. Detailed Comments	Anne Drew Hu

	West Seattle Link a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. 2. Ballard Link a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. d. Denny - DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1]. h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	
04/28/2022	Hello, While the growth of the light rail brings changing landscapes and the promise of increased ease of transportation, the application of this change without regards to historical and cultural significance can bring harm to the very people this transportant should serve. Seattle is for all of us who live here, especially the people who have built it and maintained community through the years. I am opposed to the 5th street building location as it will hold the largest detrimental impact on this community. Honoring the communities request to build elsewhere or prioritize the 4th street location is the top priority. Don’t choose the 5th street building locations. Thank you.	Avalon Roe
04/28/2022	Please continue with the 4th ave option other than 5th. It does much less damage and is more practical	Xander Rico

04/28/2022	The CID already has the I-5 running through it, why does the new train tunnel have to come through as well? The construction will disrupt businesses and make parking even more difficult than it currently is. New options should be explored. Of the current options proposed, it seems like the ones of 4th street (CID-1a/1b) may be the least harmful, but still not ideal.	Lan Nguyen
04/28/2022	As someone that uses public transit on the regular, nothing makes me more frustrated when huge disruptions to businesses I want to visit occur because of public transit construction. The 4th Ave option feels the least disruptive and have my support. The alternatives to 4th do NOT have my support.	Amanda Wilber
04/28/2022	Connection to the station from the neighboring communities is important in determining how much the Interbay station is used. As Dravus is steep and inaccessible, frequent bus connection along Dravus is necessary. Additionally, a pedestrian and bike connection to Ship Canal trail would be a vital connection for SPU students and as a connection to Fremont. Regarding the Ballard stop, the station would have to be as close as possible to downtown Ballard to be useful. A station on 15th with an entrance on the west side of 15th would be much more useful than the proposed location on 14th. For connectivity to North West Seattle and North East Seattle, it's important to consider future expansion North and East when designing the Ballard station.	Eva Thomas
04/28/2022	Adding an additional station on 5th ave in Chinatown/ID perpetuates poor health, poor air quality, and increased noise pollution for potentially over a decade in a population that has been continually abused by the city through various construction projects such as the King Dome, CenturyLink (Lumen) Field, and the streetcar. I implore the city to expand their ideas and explore options that don't require further construction in a historical neighborhood of an already marginalized population. This isn't very equitable of you. Do better.	Theo Small
04/28/2022	Please do not go through with these plans. Born and raised in Seattle, and there are so many other things the money could be invested in. For starters, this money could willingly help the homeless issue that continues to enlarge itself year after year. Consider those who have been in the community even before time and are still there til this day. Evacuating the area To build more rather than fixing more TRUE problems at hand. I VOTE NO.	Aries Franklin
04/28/2022	The Avalon station is not needed. It is a 10 -12 minute walk from the 7-11 on 35/Avalon to the Junction. Eliminating this station would save homes, jobs, time and money. Please reconsider ripping up the Genesse neighborhood and skip the Avalon station.	Stephen Duda
04/28/2022	I strongly believe that putting a train station in the middle of International District will hurt a lot more than it will help. It will put many elderly people out of their homes and out of business. There is already a light rail and busses, there doesn’t need any more construction and the destruction of peoples homes and businesses. Not everyone is rich and can afford to just up and move to a new home or find a new place for their shops. This would be detrimental to our community and would destroy the way that people experience this historical part of Seattle.	Daniele Schwenk

04/28/2022	The building of a new train station in Seattle's Chinatown-ID has the potential to displace hundreds of employees and businesses crucial to this neighborhoods economy and the culture and wellbeing of the city of seattle. For years the establishments in this neighborhood have fed and entertained us, satiating our physical and cultural appetites. People find home in this community and it is personally one of my favorite places in Seattle. It is one of the rare areas in the city that has any prominent asian community, let alone a community where Asians are the majority rather than a steep minority. In high school when I went to a predominately white institution, this neighborhood felt like a way to escape and feel comfortable without the pressures of whiteness all around me. To this day as a college student, I return time and time again to the businesses in this neighborhood that I have been frequenting since before I could drive a car. To move forward with the 5th Ave expansion plan would severely impact and harm--if not demolish--some of my favorite bakeries, restaurants, grocery stores and more. I always look forward to coming to the CID and any time a friend visits from out of town, or I make plans to catch up with someone, I come here. You are putting people's livelihoods at stake. These people have continuously contributed to our city and each day make it a better place to be. This destruction is inhumane and must be stopped. These communities have endured too much, from the foundation of the CID to the continuous construction of large city projects separating and destructing the neighborhood. I urge you to not move forward with the 5th Ave expansion options and choose alternate plans such as the 4th Ave site to minimize the damage of this expansion.	Flora Medina
04/28/2022	I am concerned about the health impacts on the residents and elders. I am concerned about the fact that as a long time, community member, resident, and business owner, (with family owning businesses in the neighborhood for 20+ years), what the impact will be on displaced businesses, and the ability to get to CID as it is already difficult enough. I am concerned that this construction that will displace historical businesses and spaces without ever acknowledging or remembering their presence and importance to the neighborhood. Plan CID 1a, CID 1b, CID 2a, CID 2b, will all be terrible for the neighborhood. This needs to be any where else outside of the CID. This is the only cultural community as a link light rail stop, and you are deciding to kill the neighborhood, its' business, and its' residents. What do you plan to do for the business that are impacted? Why did Sound Transit only provide us two options that will both be deadly to us? How will you make sure that CID and its' residents are protected from the environmental impacts? How can you ensure that the years of construction will not impact the wellbeing of the many elders and seniors living here? Haven't you done enough of cutting through our neighborhood?	Monyee Chau
04/28/2022	I favor the option with the tunnel and station at 42nd and Alaska.	Zachary Ramels
04/28/2022	Upon review of the draft EIS, I have serious concern regarding the impact of the project on the Chinatown-International District (CID) community and in particular the impact of proposed project construction along 5th Avenue. As a fourth generation Japanese American and descendant of a WWII concentration camp survivor, the CID means a lot to me. It is a place of comfort, cultural connectedness and belonging. It has provided a rich, resilient, and vital community space in the midst of rising anti-Asian violence and the enduring legacy of racist policies and injustice. More thorough and community-centered analysis is needed regarding the true impact on the CID community, in order to prevent further displacement and destruction of this neighborhood. I urge you to not go forward with any of the proposed projects along 5th Avenue, and to engage with CID community leaders in identifying alternatives, next steps and solutions for moving forward in a good way—not continuing the violent historical pattern of burdening communities of color with disproportionate harm in the construction of new infrastructure.	Hana Ferronato

04/28/2022	Dear Sir or Madam I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy Avalon routes. I oppose any route that disturbs the integrity of the West Seattle .golf Course.. And I strongly oppose tunnel alternatives that are unacceptable due to the loss of over 3 acres of the golf course which is Park property. I do support mass transit and believe we must strive to find solutions that balance cost, loss of business and residential property and preserve green space. My husband and I are avid golfers and live in the North Beach neighborhood north of Ballard. I have belonged to the Womens' ' club at West Seattle for over 15 years and choose to make the long commute made even longer by the closure of the West Seattle bridge so that I can enjoy this spectacular Seattle landmark. We realize that our golfing days may be over before this plan is implemented completely but believe it is our civic and human responsibility to SPEAK UP! Some of the reasons for supporting Andover/Yancy/Avalon routes include the following: Estimated budget is the same or cheaper than current "preferred" option for Andover/Yancy/Avalon routes at $1.6 B or 1.5 B. Any reasonable option at $100 million less cost should be preferred) The business disruption is closely similar for both of these routes. The property disruption is less for both Yancy alternatives. The Genesee routes likely violate Seattle City Ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. The Parks Department also supports the Andover/Yancy/Avalon alternatives The West Seattle Golf Course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for rapid transit via expansion of light rail, routes that do not impact this unique parkland are the only options that should be implemented! Sincerely, Maureen Kennelly Don DeWeese 1919 NW 96th Street Seattle, Wa 98117	Maureen Kennelly
04/28/2022	I have heard from elders that attended meetings that there gas/air/exhaust/fumes will be vented out of the tunnel(s) and into the community over 5th Ave if the proposed 5th shallow or 5th deep are accepted. I am concerned about the long term health impacts of having this exhaust directly over the community. We know that there are higher incidences of poorly controlled asthma in communities living around airports (among many other examples of health impacted by community environment). If the proposed 5th Shallow and 5th Deep are accepted: —How will placing the exhaust air/fume/gases over 5th Ave affect the next generation of Seattle's children? —What are the healthcare costs associated with treating children with moderate-severe persistent asthma? —What are the healthcare costs associated with treating children with asthma exacerbations? —How will the community keep future generations safe from the environmental impacts of the proposed plan? —Are these costs less than what it would take to build over 4th St?	Philip Fallah
04/28/2022	Please reconsider the new station plans and move forward with 4th. While both options will impact the ID greatly, the 5th Ave options will have more detrimental impacts to our neighborhood - after a history of construction impacts, xenophobia, hate crimes, and the pandemic should not bear. The 5th ave options will displacement 19-27 businesses and 170-230 employees and eliminate 155-195 parking spaces. The 4th ave will impact similarly, but not to this extent. Thank you for taking the time to resconder this plan.	k w

04/28/2022	Please don’t break up the international district! The 2 stations on 5th are so much more detrimental than just one on 4th. The community is going to feel this for a long time and it is worth it for transit, but don’t make it harder for the people already living there (who will get pushed out by high rents once the station is complete.)	Kay Nugent
04/28/2022	Why in the CID, where a Sound rail station and traditional rail station both already exist, do we have 5 options that impact the lives and businesses of so many people? Can nothing be done to augment those existing stations to be Ballard rail ready? Can we not propose another alternative where people aren't removed from their livelihoods? I don't see any sort of health impact report published here either. Where is the info on short and long term health effects of the people living in the community?	John Eckstein
04/28/2022	I strongly encourage the board to consider future rider experience and choose stations which are as shallow as possible and have excellent transfers to other lines and services (e.g. buses). Current stations suffer from unreliable vertical conveyance so planning very deep stations which rely on a lot of escalators and elevators seems like a recipe for a poor rider experience as well as high maintenance costs. Finally, stations should be placed near existing dense neighborhoods which have taken on much population growth in anticipation of improved transit service.	Brett Youngstrom
04/28/2022	This comment is for the West Seattle Junction segment of the light rail route. Please use the information from the DEIS to select an alignment that minimizes displacement and maximizes use of TOD once construction is completed. In the DEIS Chapter 4, section 4.2.2.5.2, mentions that tunnel alternatives provide more potential for affordable housing to be built. In the FEIS, it would be helpful to provide estimates of the amount of affordable housing to be built with a tunnel station in the Junction vs an elevated station. In order to minimize displacement, maximize land use and increase equity by more affordable housing with TOD, I hope the Sound Transit Board will seriously consider tunnel alternatives. Especially since there are tunnel alternatives that are comparable with price, timeline and ridership estimates. Thank you and I look forward to the next steps.	Nick Chiosie
04/28/2022	I think the push and demand to make the light rail possible no matter what is really fogging up the possibilities avialable to public transportation. There is no reason to displace business and residents, just because its a "small sacrifice". There are other alternatives like gondalas or ferries that can be suitable. I also believe stations do not need to be in the middle of west seattle by way of sacrifice of those business or residential areas. Putting stations on the outskirts or along shore of the sound could be much suitable without impacting already established business and residents.	Corey Dennis
04/28/2022	The proposed Sound Transit link being built on 5th Ave S will negatively impact the area, closing down 19 small businesses including Ping’s dumpling house, Musashi’s and Seattle’s Best Tea. 11 years of construction right at the CID gate will impact the rest of the area. With many of the current restaurant owners just barely making it now, this will inevitably harm and harm many more CID places. Please strongly consider 4th Ave instead.	Claire Weber
04/28/2022	Why are we asking those who have suffered the most to endure even more hardship? No matter the final decision, the people and businesses of Chinatown-International District will be greatly impacted by Sound Transit's expansion of the station in that neighborhood. However, the 5th Avenue options will be the most detrimental The Chinatown-International District is a lifeline for many, notably low-income and disabled Asian elders. Do not hold this neighborhood hostage with years of disruptive construction on 5th Avenue. This is further violence against the Asian community in Seattle.	Richard Murray
04/28/2022	As a resident of Seattle, Pioneer square specifically, my partner and I frequent the ID neighborhood via car and walking. For commuting, my partner uses the streetcar to which is very helpful and sufficient to what has already been done in ID. We visit/are a customer of ID businesses at least 3-4 times/week. Adding the Ballard rail will not only affect the businesses that you’re demolishing but the patrons and residents who use them out of necessity. Please reconsider your plans.	Iris Miyasaki

04/28/2022	The proposed 5th avenue route for the link through Chinatown will have detrimental effects to the International District neighborhood. It limits access in the cid neighborhood along 5th ave S, King St. and Weller st. It displaces businesses and demolishes buildings where many Seattle people have relied on for service. It displaces employees. It eliminates accessible street parking for all residents and business owners. Station construction will require years of street closures, detours and loud machinery in the C-ID for 16 hours per day along with poor air and sound quality.	Lena Nguyen
04/28/2022	I am writing to express my concerns with the DEIS for the West Seattle and Ballard Link Extensions (WSBLE) Project. The new Link entrance should NOT be built in the Chinatown/International District neighborhood. Doing so will displace many historic buildings and businesses, including Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. Please reconsider a new location for this Link entrance. Thank you for your consideration.	Michelle Chan
04/28/2022	I'm a parent of two young children who routinely takes light rail or a bus down to the International District with them. We love eating at the small restaurants and bakeries, stopping into a few of our favorite shops (Sairen and Uwajimaya), admiring the murals and visiting Danny Woo Community Garden. If the light rail extension disrupts the businesses that we have grown to know and love, we will have fewer reasons to use the light rail. I'm also concerned about the impact of the 5th ave options to an already marginalized community of Asian heritage who has had I-5 come through their space and experienced both overt and covert racism in Seattle. For these reasons, I prefer the 4th avenue options	Natasha Dillinger
04/28/2022	Referencing the proposed locations for CID/SODO location the fourth avenue location is far better solution than either 5th Ave solutions. 4th avenue is already a major transit hub that is recognizable both as a local and visitors, and has infrastructure space that can be further utilized to improve transit. The 5th Ave options are not within eye sight of existing transit, would displace long standing ID businesses, destroy historic structures and displace significant cultural institutions.	Simon Wright
04/28/2022	I am one of the homeowners who will be affected on three of the four considered routes for sound transit in West Seattle. I've been a resident here for 12 years, and a homeowner to a house that is almost 100 years old. Similar houses this age that surround me will also be gone. I understand sacrifices will have to be made for the line to exist. I hope that sound transit will consider taking out the stop on Avalon way sw in order to preserve a small piece of history. If the underground tunnel prevents the loss of residential homes and will save sound transit $60 million, it only seems like a logical decision to make. Besides, these residents would only have to walk approximately 5 blocks to access the next transit line. It seems to me that the line is accommodating the new build at Alki lumber and other new builds in the Avalon area. Sound transit will therefore be taking away some historical and unique properties in order to accommodate the pockets of big business real estate. This will take away from the uniqueness of what so many people love about West Seattle. I can imagine in 10-15 years when sound transit is completed. People who travel here won't be in the unique West Seattle that I now know, but will be surrounded by a gentrified, homogenized suburb. Our character will be gone, and the reason why people love West Seattle will be lost. Sincerely, Stephanie Haynes	Stephanie Haynes
04/28/2022	PLEASE do not demolish these wonderful buildings that add so much culture to the area. I have so many fond memories of going to oasis, hoodfamous, and more that I will be devastated if we lose:(	Molly Mclauchlan

04/28/2022	Hello, I am reaching out to you specifically about the plan to expand light rail into West Seattle. As a West Seattle resident and home owner, I am excited about much more efficient public transportation coming to my neighborhood, but have significant concerns about the current plans to build above ground in such a high density area. I want to urge you all to think long term and not short term. A tunnel (below ground option) has significant advantages over the above ground options such as: Impact on housing: housing shortage is a big issue in seattle. This area, especially on 41st and 42nd Ave SW is a high density housing area and so many people will be displaced (especially marginalized communities). It will defeat the main purpose of brining connectivity to a high density residential area, and goes directly against recent legislative efforts to zone and permit for higher density housing. Please consider a tunnel similar to Capitol Hill station. There is also significant concern about property values and property confiscation with the elevated option. 2. Environment concern: above ground stations have been proven to be hazardous environmentally. Noise and vibration from above the ground line cause significant issues for the neighbors and continue to impact the residential housing in the area. 3. Instead of focusing on cutting cost by choosing a cheaper construction option, I urge the city to build fewer stations (2 instead of 3) and build them below the ground, benefiting the city and its people more in the long-term. Sincerely, Sandhya Iyer (resident of West Seattle-Junction Neighborhood)	Sandhya Iyer
04/28/2022	Please move forward on the 4th Avenue Option. As an architectural designer trained and practicing in Pioneer Square/CID area, the small business and established, existing street-level retail have kept this area human during the pandemic and other Downtown development. The 5th Avenue option is far too disruptive to local economy as it significantly displaces employees and business. The number of stations/extensions/etc. in the 5th Ave Option also seem unnecessarily complicated and involved, to the point where I wonder if disruption of the existing fabric is the intention of Sound Transit planners. If the intention is to connect West Seattle/Ballard to the CID, then the CID must be maintained so there is something to connect to. Thanks.	Emilia Cabeza de Baca
04/28/2022	Please do not further destroy the CID neighborhood by building a new station off of 5th Ave. I am an artist working in the neighborhood and my livelihood depends on a quiet, accessible, and pollution-free environment. I would hate to be displaced because of a huge construction site that can be built on 4th Ave instead. The CID has suffered enough major demolition over the years. You will destroy a piece of culture, many small businesses, and further contribute to gentrification. Please do not do this.	Grace Flott

04/28/2022	I'm glad we are expanding the light rail. However, I do not want to destroy the communities in order to expand this public transportation system. Especially thinking of the CID station and the proposed destruction to the center of the neighborhood, we must adjust our plans. The current plans would destroy an extremely important part of the neighborhood and the city of Seattle that we would not get back. The center of this CID neighborhood is the heart of CID and holds such valuable cultural and historical significance. Seattle would lose a huge piece of its soul by destroying the CID. Not to mention toys would be the continuation of racist displacement that Seattle has actively championed thought our history. It's time for us to make better choices. We must value the lives of the people that live and work in the CID, especially as we have repeated failed to value them in both our distant and very recent pasts. Please do not destroy the CID for the light rail. It is not worth the cost; it is not worth the soul of Seattle.	Olivia Heath
04/28/2022	Please reconsider construction for ST3. On 5th. The proposed construction with severely negatively impact the C-ID community including small business owners and beloved Seattle cultural monuments. The Covid-19 pandemic has already hurt this community so badly and this planned route will exacerbate the situation. Please work with community leaders to find a better alternative. Thank you!	Sarah Neurath
04/28/2022	Do not displace the people of the CID again. This neighborhood has already undergone incredible change due to the I-5 construction. Please take time to consider the community before moving forward with these plans.	Yahir Gonzalez
04/28/2022	Sound Transit Board of Directors, I'm excited for Light Rail to come to West Seattle. It's going to connect our little peninsula to The Greater Seattle Area, and really rejuvenate our local economy. Moreover, it's going to lead to much less air pollution via people riding rail V driving. I can't drive, as I'm disabled. It'll be so nice to have the freedom again, to get around and visit Bellevue, Redmond, Tacoma, and all of Seattle via rail, instead of having to take many buses, or prohibitively-expensive Uber. I believe Light Rail will make transportation easier and more affordable. I'm sad that it will take so long for it to arrive: With so much infrastructure money available, and with so many Washingtonians (with any variety of educational background) in need of work, surely there's a way to safely fast-track Light Rail? Anyhow, I'm grateful this is being built. Thanks for allowing community comments.	Todd Jackson
04/28/2022	I support the construction of a new station at the 4th Avenue location, to mitigate the negative impacts on CID businesses and community. This location will allow for less disruption and destruction for a community that has already been facing numerous hardships in the past years.	Madeline Corbin
04/28/2022	I read the Executive Summary related to the West Seattle Link Extension. I'm opposed to routes that temporarily or permanently affect the WS Golf Course. That would include tunnels that would capture park property. Given the options, I would choose the North Crossing (DUW-2) in conjunction with the Yancy Avalon routes. Thank you.	David Broadstone
04/28/2022	While I support the increased access of public transportation, especially for the ease of access for those that work there and the potential business that it will bring to the CID, I implore you to choose the 4th Avenue option to have the smallest impact on the neighborhood. As someone who frequents the businesses and grew up nearby, I have seen the suffering caused by the pandemic and increase in property and hate crimes. Many of these businesses will not survive the disruptions long enough to benefit from the project if the 5th Avenue option is chosen. Please choose the 4th Avenue option.	Christine Jin
04/28/2022	I support building the 4th Ave option CID-1a,1b.	Daniel Lazo

04/28/2022	As a commuter and occasional shopper in the International District, I am concerned that the 5th avenue plans in the C-ID will disrupt and permanently close the small businesses and shops I enjoy in this area. I take transit for work and for fun (Mariners and Sounders games), and love the idea of being able to walk through Union Station on the way to/from games or shopping trips to the C-ID. It seems like C-ID 1a and 1b will preserve the small businesses on 5th avenue and make Union Station a more engaging part of the community.	Karen Secrest
04/28/2022	Please do not proceed with any of the 5th Street alternatives for a station in the International District. I visit 5th and King almost every weekend, and it has become my favorite block in the city. It is thriving with small businesses, amazing food, and is a cultural hub that must remain open to continue thriving.	Russell Salazar
04/28/2022	I dont live in CID, but I travel there everyday. The proposed transit would make it impossible to get to the restaurants and stores I like to visit . I wont be walk around and enjoy the CID that I have grown to love	Justin Smith
04/28/2022	I would like to encourage the Seattle Transit Board to move forward with the option to build a new transit station on 4th avenue in the Chinatown International district. Building on 4th avenue will be the least disruptive option for the CID community which has already dealt with so much unrest due to the COVID-19 pandemic. The options on 5th Ave should not be considered because they will have far more negative community impacts on residents and business in the area. The CID is an essential historical and cultural part of Seattle, choosing to disrupt this district massively with station construction would be a violent disservice to this community. Please consider very carefully how people who live in this community, operate businesses in this community and care about this community are saying in unison that building on 4th Ave is essential! Choosing to ignore the wishes of the CID community would cause irreparable harm and further displace residents and businesses in the Chinatown community. More transit is generally helpful, but not if it destroys communities, displaces people of color and gentrifies historical districts. Please let the new Seattle transit system uplift Seattle communities instead of destroying them. Thank you for building on 4th instead of 5th!	Gabrielle Boettner
04/28/2022	I want to comment strongly against all the 5th Ave routes being considered in the Chinatown International District (pages 6-16 to 6-20) because of the impacts to this unique neighborhood. The Chinatown International District is a cultural gem and one of the coolest places in our city. The extended construction disturbance and demolition of buildings along 5th Avenue will cause much greater damage to the heart and soul of our city than what it looks like on paper, at least in the way you've presented it. All the proposed 5th Ave routes would cause an extreme amount of negative impact to a neighborhood that has already experienced so much harm from construction projects, hate crimes, and the pandemic. These routes would disproportionately impact small businesses and people of color. Even though I understand the impacts of the 4th Ave routes to utilities and transit, I think it's worth it to choose one of those alternatives to preserve a precious community, beloved small businesses, and an important cultural anchor. Neighborhoods like the Chinatown International District are the lifeblood of our city and they deserve to be treated with care.	Amelia White
04/28/2022	It's great to see more public transport options connecting neighborhoods and communities to one another. That being said, please consider the location and the impact on the community with where the location of the link station is placed. The 4th Ave station will connect west Seattle and Ballard but with a lower negative impact on the community that lives in the ID.	Xiao Duan
04/28/2022	I drive through CID on my way to Settle Bouldering Project . I also get food in CID when I am done working out and this purposed will make it very hard to get around and eat . It'll make it hard to drive to Seattle bouldering project	Edmund Constantine

04/28/2022	The C-ID is a unique cultural community, and my family enjoys shopping, visiting, and spending time here. I am concerned the 5th avenue plans will have detrimental impacts on many unique small businesses during multiple years of construction. Where will customers park? How will they access shops? I prefer CID-1a and 1b because they seem to have the smallest negative impact on businesses. As an added bonus, will these options open up Union Station as a vibrant hub for transit and commerce? I understand the 4th avenue plans may cause disruptions to traffic and commute patterns, but as a West Seattle resident... I'm used to MANY disruptions in my commute. :)	Karen Secrest
04/28/2022	Do not proceed with the destruction and displacement of CID establishments. The locals living in the area will see tremendous loss in their communities and those store fronts that will not be effected directly will be effected by the loss of business due to construction and in turn will ultimately have to close their doors. COVID has hurt the CID enough, this is not what the city wants or needs under these circumstances. Please reevaluate the plan and save the city and the people living day to day in this beautiful, historic and important part of Seattle in peace.	Eleni Georgakopoulos
04/28/2022	I am a huge proponent of mass transit and Link light rail in particular and I'm excited for the new line between Ballard and West Seattle. That said the CID station is the most concerning aspect of the project. All 5th Avenue alignments would have long lasting detrimental impacts to the CID neighborhood. There are dozens of businesses that would be impacted either because the buildings would be demolished or because construction impacts would reduce customers so as to require closing the business. Seattle is lucky to still have a vibrant Chinatown/ID. Many other cities like Washington D.C. only have a Chinatown in name. There are no vibrant Chinese or Asian businesses in the area. It is a faint whisper of what once was. We must prevent the same thing from happening in Seattle. All of Seattle's citizens benefit greatly from having a vibrant Chinatown/ID that people from all walks of life enjoy. Those who live in the area to those grabbing lunch before a Mariners or Seahawks game. The 5th Ave alignments would destroy a large part of the CID and destroy an integral part of Seattle's past, present, and future. There remains a huge scar cleaving CID in two, I-5. It was an unfair choice to put a huge freeway in the middle of minorities neighborhoods just because they would put up the least fight. It would be disgraceful to repeat the same mistake by overlooking the demands of the CID neighborhood again. The CID has paid more than it's fair share of disruptions and destruction. I believe the CID 1a and 1b alignments are in the best interests of Seattlelites. You would reactivate the 4th Avenue area including Union Station with foot traffic.	Andrew Lee
04/28/2022	I love the convenience of the light rail and I also love the Chinatown International District. I've seen the options and it looks like they will interfere with the CID neighborhood and the ability for people to enjoy it. I hope that isn't the case.	Katrina Ramos
04/28/2022	Please help us preserve chinatown/international district and pick the 4th ave option. I have grown up in the area and it is near and dear to my heart. the 4th ave option would displace less businesses and not closure streets for as long. Thank you	Stacey Lee

04/28/2022	Dear Sound Transit: Regarding the Draft EIS for the West Seattle & Ballard Link Extension project: I sincerely hope you will reject proposed alternative routes DEL-5 and DEL-6. These two routes would have severe negative effects on a non-profit which for 45 years has provided housing and ongoing services to indigent mentally ill King County residents. While I strongly support expansion of light rail services to West Seattle, I equally strongly oppose disrupting services so important to our region, especially in these times of dramatically increased homelessness. You might as well propose running the routes through Lincoln Park! Please instead choose routings that leave these important services intact and easily accessible. We need BOTH expanded light rail and continuing easy access to vital community services. Surely your planners can accommodate both. Hopefully, Mamie H Rockafellar	Mamie Rockafellar
04/28/2022	I am a huge advocate for public transit expansion. However, why are the only plans for this expansion ones that seriously harm and disrupt the CID, one of the longest standing immigrant communities of color in Seattle? The CID has already faced major built environment changing by the building of highways through its core. I don't want to see another situation where CID residents, community members, business owners, and customers are negatively affected by construction for decades. On top of this, there are major health concerns related to noise, pollution, and the downstream effects of loss of income and revenue. Please reconsider displacing the CID.	Carolyn Fan
04/28/2022	Table 2-2, Page 2-9 There is a cursory mention of the gondola alternative, "Mode not identified or analyzed in Sound Transit 3 Plan." This suggests to me that the alternative has not been seriously considered by objective experts, but has been dismissed without adequate consideration. The purported advantages of a gondola are cost savings, less disruption of homes and businesses, and a much earlier date of functionality combined with an ability to move the same number of riders as the proposed light rail systems. If this is true, the case for a gondola is strong and it deserves a serious look, not a cursory dismissal.	Dean Shuey
04/28/2022	The proposed plan for the Central/International District would negatively impact hundreds of AAPI families whose workplaces and lives would be massively disrupted by this development. Additionally, this area has seen major development throughout the years and while the benefit of expansion may be an opportunity for some, the detriment of the lack of air quality, noise, and parking disruption can be business breaking for small businesses like most of those found in this area. Please do not disturb the CID any further with development— we already have a transit hub there and do not need to further burden our Asian neighbors.	Callie Little
04/28/2022	Sound Transit's plans to build on 4th and 5th avenue in the Chinatown International District (CID) will impact the community and businesses negatively. The CID has already been disrupted and fractured by other construction projects, and the community has already suffered from anti-Asian sentiment. The construction of new light rail stations will further harm this neighborhood. They should find a different place to put these new stations.	Olivia Louko

04/28/2022	First off, I would like to state I am a supporter of effective public transit systems so I understand the need to extend the light rail extension through Ballard. However, being on the other side of an eminent domain situation has already proven to be extremely disruptive to both my overall wellbeing and financial health. It breaks my heart that I, along with hundreds (if not thousands) of other residents and small businesses, have to bear the extreme burden of these infrastructural changes. I'll begin with a little of my history so you can appreciate why this is especially disruptive for me. I've completely supported myself financially since I was 18 years old, working my way to a college degree over an eight year period with 2-3 jobs at a time. I've worked my tail off over the years to save enough money to buy a place of my own. Finally at 41, I was able to do this as a single woman. I've moved 18 times in my adult life, one of the last times due to a greedy landlord pushing me out of my rent controlled apartment to get market rate. I was so excited to FINALLY be able to afford a place of my own where I could enjoy the fruits of my labor and fully settle in, I finally had a HOME. Nope. From a financial perspective, this will affect me tremendously in many different ways. In speaking with an eminent domain attorney, I was advised this will likely cost me $60,000 out of pocket for representation. The $7500 reimbursement I will receive from Sound Transit doesn't even begin to cover this expense, in fact it's comical. I'm also currently locked into a very low interest rate, and with interest rates rising, there is a high likelihood I will pay hundreds of thousands of dollars in additional interest to the banks for a new mortgage. This means that I will not be able to afford a comparable residence sheerly due to the amount of monthly interest I will have to pay for a new loan. Not to mention the price of housing is skyrocketing from inflation, so a comparable property will already be much more expensive, which means I'll also be paying more interest on higher principal. Then there's the housing crisis, I very likely won't even be able to continue to live within the city of Seattle, let alone find a place I love as much as the current place I live in. There's a strong chance I'll have to settle for something subpar and will have to endure the pain of renovations all over again. To quantify the financial loss I will endure because of this, let's do a little quick math. The total amount of interest I'm currently paying for my 30 year loan is $251,000. Let's just assume that a similar property 3 years out will conservatively be $150k more than what I paid for my existing residence, and at a current 6% interest rate for another 30 year loan, I will pay $665,000 in total interest. The difference of $414,000 plus the $60k in attorney's fees means I will lose $474,000! I will lose nearly HALF A MILLION DOLLARS of my hard earned money for this project! What if I want to make a career change in the next few years and it requires me to move out of state? I surely won't be able to sell my place without losing money since I will have to disclose the eminent domain status! Who wants to buy a property when they know it'll likely be knocked down in a couple years? Probably someone that's buying it at a big discount. So I'm pretty much stuck in all aspects of my life, at the mercy of this whole situation and unable to plan for my future. I was on the initial Sound Transit conference call in November and one of the attendees posed this question as they were in process of selling their place. The presenters had the audacity to make the bold statement that "We've actually found in these situations property values go up" so no need to worry. What kind of asinine lie is that? I'm sure I'm not the only one that was outraged at a statement like this, completely undermining what we're all going through with no accountability for the impact it's making on all of our livelihoods. So let's look at what leaving Seattle looks like. First, I have no idea where else I would want to go as my Washington family and friends are all here. Not only will I have to spend both my personal time and money to commute to see them, but there will also be incurred costs of commuting for the traveling part of my job. Do you know how long it takes to build a personal ecosystem after a move? It can take years to find an adequate dentist, physicians, exercise facilities, handyman, pet care, veterinarian, dry cleaner, auto mechanic, massage therapist, acupuncturist, hair stylist and many other necessary services. It takes years to build a community, all of this will be lost and I'll have to start completely over. Believe me I know, I've had to do it many, many times before. I'll likely have to move to the suburbs as I'll be priced out of cities like Seattle and suitable alternatives like Bellevue, it completely and utterly changes my lifestyle and the access I'll have for many social activities. We're only a handful of months into this and I've already been experiencing persistent sleepless nights, worrying about what I will do and where I will go. Lack of sleep is also exacerbating the anxiety and stress I'm experiencing, I can only imagine the other medical problems this will cause down the road. I'm exhausted, stressed and on edge. I cry often, my mental health feels like it is hanging by a thread many days of the month. I'm working with a Ph.D. clinical psychologist to assist with managing this transition and the related adverse side effects. The worst part is this will go on for YEARS and is extremely unsettling. I live and work from home, my whole world is here and you're tearing it away from me.	Carly Kogler

	I've spoken with others that have been impacted by eminent domain in the city of Seattle, and all I hear is the city low balls property values. As far as the value of my home goes I'll have to fight for what's just and fair (and pay an exorbitant amount of money in doing so), but what about being compensated for all the other disruptions and the damage to the quality of my life? We're expected to bear the burden off all of this while the rest of the residents benefit! I'm a lawful citizen that pays property taxes and this is the reciprocity I get? It's completely and unequivocally preposterous! The city of Seattle has effectively tainted the next 5 or so years of my life, what's the value of that? These are years I'll never get back, I'm absolutely heartbroken and devastated. If Seattle really is as progressive as it claims to be, it would offer top dollar for properties affected and also compensate for personal loss and damages, thereby minimizing the collective BILLIONS of dollars that will be paid to all the attorneys in the process. I think all of you at Sound Transit need to really consider how YOU individually would feel if you were in this situation. Stop denying how awful it is and making boldfaced lies to "appease" the people affected. It's offensive, inhumane, lacks compassion and it makes it all that much worse. Remember, WE are the ones that have to suffer the consequences of this change.	
04/28/2022	I would prefer the WSB3-A proposal that is the tunnel. Please do not put the West Seattle Light Rail in overhead tracks and stations	Steve Lorentzen
04/28/2022	As a homeowner in West Seattle, I want to make sure that any decisions we make now are sustainable and future looking. Our decisions don't just affect us now, but also our neighbors 50 years from now. Stations either too high or deep are going to be viewed as huge mistakes and inconvenience future users for years from now. I would urge the board to consider the options that are going to be most usable and drive the most possible users of the system. It is supposed to be public transit so I hope your decision takes into consideration what will do the most good for most of the public.	Christopher Welter

04/28/2022	Re: West Seattle station options. Too many stations have been proposed for the WSEA area. There are two locations that fall within the same walk-shed area—Alaska Junction and Avalon stations. These two should be combined into one station within the Triangle area and the savings from doing so should be applied to make the resulting station better fit into the neighborhood environment on a more human scale to the extent possible keeping the engineering requirements as most important as there are needed slopes for the system to run properly. I think this best corresponds to the Fauntleroy alignment option. There is precedent for this in the Columbia City, Beacon Hill, and Montlake stations where one station serves a large area and allows folks to converge at a single location for boarding with good access to other transit. We already have two designated C stops serving the Triangle neighborhood that could serve as the main connecting transit hub.—centralize it and make folks go there. The bulk of apartments is already on that side of the Junction anyway. Re: station should fit into the scope of the built environment. My meaning here is that it should not tower over the rest of the built environment and create a visual nuisance or create unnecessary noise for surrounding neighbors. The other areas that feature light rail have done a good job in incorporating the stations into the landscape and kept them human scaled. The budget amount saved from combining two stations into one, should more than cover making the improvements needed to lessen station impact to the affected neighborhood. West Seattle should be treated the same as prior light rail areas and should receive high quality stations and not utilize "cut and cover" methods to save on installation to the detriment of the neighborhood. Thank you for taking the time to review my thoughts and comments.	Julie Garbutt
04/28/2022	This city has been on a path of progressing forward with construction to make transit easier for all and I have been personally impacted. I commute on the light rail to work daily from the New U District station and I am so grateful to be able to use public transit! I also think this city has a responsibility to protect the history of the city and the community within the city. The international district is an important place in our city's history and has a vibrant community that have been marginalized and we have the responsibility to protect. The 4th street option seems to be the best option. I would not support the option of 5th street directly impacting the International District by taking away small business and distrusting the flow of other business that need open channels of traffic to keep them in business. Let's do the right thing and protect our AAPI community.	Rodgers Joanna
04/28/2022	This is so insane you plan to do this not to mention in a neighborhood that is already going through a lot. Seattle needs to finish one project before you take on another one. Fix the bridge.	Jessica Bair
04/28/2022	I am reviewing the Sound Transit Project Update and looking at table ES-3. DEL-5 & DEL-6 have the least residential and environmental impact, with DEL-6 being better. (Businesses and neighborhoods still take a hit.) Building a light rail line through these areas dramatically impacts the environment and residents. ST light rail projects follow established multi-lane traffic routes and industrial corridors. The West Seattle project is a departure from this model. I believe there is a less impactful solution, and we can find a feasible way to bring less impactful to West Seattle, and it does not need to be light rail. I support a feasibility study on gondolas and electric buses.	Jan Roberts
04/28/2022	I support building the light rail station on 4th avenue so it will disrupt fewer small businesses in the Chinatown-ID.	Miriam Works
04/28/2022	The CID has already been broken up with I 5 cutting through. If there is an option that will displace and disrupt the least amount of community members and businesses, I think that should be the priority. I would prefer the 4th ave location options, CID-1A and CID-1B since it would be the fairest and be less disruptive. There are many small businesses that I have been a patron of for years, and having these close down would be like ripping out the heart of what makes CID so special.	Crystal Tam

04/28/2022	I do not believe that moving forward with construction on 5th Ave is an acceptable option for expanding the Lightrail system. Chinatown has already experienced disproportionate economic and cultural impacts through infrastructure projects in the past and to further that would be harmful to the residents, businesses, and cultural sanctuary that is Chinatown. To move forward with construction on 5th Ave would not be an equitable or inclusive decision. In moving forward with project decisions I expect that the city will consider an intersectional perspective on how this will impact the city and contribute to the gentrification that Seattle has already experienced so widely. We do not want to push minority populations out. We do not want to lose this cultural sanctuary and the history it has established in Seattle. We do not want our marginalized community members to be the people taking the hit. It is not fair, it is not equitable, it is not just to move forward with a project that primarily effects the lives of minorities. Please think about this and move forward with construction on 4th Ave instead.	Mary Kibala
04/28/2022	I don't want it. I voted for it in 2016 but given all of this context and impact I don't want it. We just went through 2 years of no West Seattle Bridge, and a year+ of Delridge being torn up. I live at Andover and Delridge and this 3 year construction period will destroy my ability to move around - particularly getting to/from my home.	Nicholas Hodapp
04/28/2022	Full closure of King St, S Weller, and 5th avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Ave construction. Sound Transit, take 5th Ave off the table. 4th Ave tunnel station avoids 5th ave impacts! Move forward on 4th!	Megan Stein
04/28/2022	Hello, I urge the city to move forward with plans for 4th. The massive development in the city over the last decade has certainly driven economic growth, but Seattle has also lost so much of the city culture that used to define us. We cannot afford a 5th avenue project that disrupts the very makeup of the ID, and irreplaceable neighborhood and collection of businesses that make Seattle, Seattle. Please choose 4th for this project.	Jade Graddy
04/28/2022	I am a life long Seattle resident and owner of a tattoo shop on 5th avenue in the CID. If sound transit chooses to proceed on 5th avenue this will severely impact our ability to run our business and our livelihoods, along with many of our long standing neighbors. We have already been through a pandemic. Please consider developing the new station on 4th avenue. Thank you.	Albie Brant

04/28/2022	Summary: The following comments are all related to WSJ segment alternatives. WSJ-3a,b (without Avalon Station) should be the preferred alternative. WSJ-5 (with Avalon Station) should be runner up alternative. WSJ-1,2 and 4 options should not move forward due to the points outlined below: Point1: DEIS Chapter 3 Transportation section 3.5.3.1.4 West Seattle Junction Segment: States that for WSJ-4, 37th Ave SW north of Fauntleroy Way SW would be permanently closed with turnaround areas added to the street ends. Two big beautiful mature trees would likely need to be removed to accommodate the additional space required for the turnaround. These trees provide shade, natural habitat, visual interest and help separate the single-family housing zone from the mixed-use commercial zone that runs along Fauntleroy Way SW. Point 2: An elevated guideway in WSJ-1,2 would radiate track noise to surrounding peaceful residential areas. The curved tracks along Fauntleroy Way SW would make the track noise worse than straighter track segments due to "wheel squeal noise". Sound barrier mitigation devices are visual eye sores that detract from the beauty of the neighborhood and attract unwanted areas for graffiti and maintenance neglect. The elevated guideway options would also ruin the planned Fauntleroy Way SW Boulevard improvement project (mentioned in Appendix K Present and Future Development, Transportation, and Public Works Projects in the Study Area Table K-2 page K-53 Map ID 1) as the space that would've been improved would now be claimed by guideway columns and the natural sun light blocked by the overhead track. The boulevard improvement project is currently in a holding pattern waiting to see how the ST3 project will interfere with the boulevard improvement plans. The elevated guideway options along Fauntleroy Way SW would be dramatic reduction to the visual quality of the neighborhood, especially from 37th Ave SW, where majestic views of the Cascade mountains are enjoyed on clear days. Point 3: In Appendix N2 Visual Technical Report page 4-23 it states "there would not be a visual impact" to the residences northwest of Fauntleroy Way SW for elevated guideway options WSJ-1,2. I very much disagree with this conclusion and I can't imagine how replacing a view of the Cascade mountains with a view of an elevated light rail guideway would be considered anything other than a large negative visual impact. Point 4: In DEIS Chapter 3 Transportation section 3.4.3.3.5 Table 3.-5 on page 3-17, the projected Avalon station 2042 ridership (daily boardings) numbers are extremely low (1200) relative to the nearby Alaska Junction station (6400). The recent idea of removing the Avalon station and using the savings to support one of the WSJ segment tunnel options should be strongly prioritized. The system would be better of routing the Avalon riders to Alaska Junction or Delridge stations to improve economies of scale at those stations instead of diluting the ST system with an under-utilized station that is future growth constrained by residential zoning, topography and existing West Seattle Stadium and golf course land. Point 5: A complaint on the DEIS itself: Why are there no 3D views for Avalon station in Appendix N2 Visual Technical Report Attachment N.2B Station 3D Views and Cross Sections pages 1-6 and 1-7? This makes evaluating the different alternatives an unfair exercise since only certain alternatives are visualized. With humans being very visual creatures, the cross-section only drawings leave a lot to the imagination. Point 6: Another complaint on the methodology of the DEIS: For the residential displacement figures (such as those shown in DEIS Chapter 6 Alternatives Evaluation section 6.2.2.1.4 West Seattle Junction Segment Table 6-4 Projected Ridership and Key Impact Differences - West Seattle Junction Segment, Row Potential Displacements on Page 6-15), only addressable units were used as a simple count of displaced units. The problem with this is that it reduces the weighting of multi-bedroom private residences when compared to single-bedroom efficiency apartments. Anecdotally, If I look at my immediate neighbors on my street, there are 9 houses and would be counted as 9 units displaced. But a total of 24 people live in these houses full-time. I don't believe the same headcount density exists per unit in the efficiency apartment units. As a result of this flawed calculation, I believe the displacement impact to single family residential units are being under counted by at least a factor of 2 relative to the large apartment buildings. Displaced heads should be used instead of units to get a better picture of the impact of displacement between the various alternatives. Thank you.	Stuart Ford

04/28/2022	I use public transit often, and I welcome expansion, but I wish a less populated area was chosen to disrupt and intrude upon, the CID has already suffered so much from endless construction and poor civic planning. The continued disregard for our Asian community is extremely hurtful and offensive, and this is yet more blatant redlining and inconsiderate planning for our homes and businesses. Please go with the least harmful option of 4thb avenue but also take note that we are very displeased with the attitude that the CID & other lower income areas have to be torn apart and made to suffer for the peace and convenience of white neighborhoods.	Brenda Ho
04/28/2022	Go forward with 4th! Consideration of 5th street light rail routes would displace local businesses in a thriving Asian American community. As an Asian American, even though I do not reside in the International District, I enjoy cultural events, rich history, and delicious food there and I bring family and friends there when visiting from out-of-town. The community is important to my sense of culture and a unique asset to many in the Seattle area. Do not disrupt or displace it!	Danielle Trierweiler
04/28/2022	I am writing to show my support of the local businesses and community of the C-ID and request that the city use the 4th Ave proposal. All of the options will have an impact on an community that has already been disrupted by public works projects (I-5), however, the 4th Ave proposal would appear to have the least impact.	Cameron Froehlich-Simmons
04/28/2022	Please move the station up to the 4th. The shops around the 5th has became the cultural landscape of the place, it's going to break people's hearts if the shops there got demolished.	WenYen Pai
04/28/2022	Hi, my name is Michael and I live in Seattle. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Michael Mellini
04/28/2022	My townhouse is located at 3062A SW Avalon Way, 98126. Upon reviewing the draft EIS, I strongly suggest the removal of the Avalon station proposals (DEL-5 or DEL-6) as it appears the cost & displacement analysis are out of date. The renderings associated with DEL-5 supports my thought as it shows the lightrail being constructed on a large green space at the Northwest corner of the intersection of SW Avalon Way and Genesee. There are at least 2 housing complexes that are not accounted for in this rendering that opened in the last 1-2 years, 1 housing complex for affordable housing that is currently under construction, and an additional two apartment buildings that were built prior to the last 2 years that this rendering suggests would be removed. For this area alone I would estimate the potential displacement (of existing, new and future housing underway) at much higher than 48-82. Additionally, the road design proposed does not address how the flow of traffic along SW Avalon Way (a critical way of accessing of the high and low West Seattle bridges) would be addressed. This is already a highly congested road today and the proposal seems to suggest removing lanes of traffic as well as much of the parking options in this high-density area. Lastly, the road has already been ripped up and redesigned two times since I moved here in April 2020 - it does not appear that the cost estimates for DEL-5/6 take into account the cost of redesigning the road yet again. The Andover station proposals are not viable options as someone who lives and commutes in this area and thus I strongly suggest it be removed from the options.	Rosa Zhang
04/28/2022	Don't build a station on 5th, there are many small businesses located there that this would be detrimental for. Along with that being xenophobic behavior. Go ahead and do it on 5th instead. What's so hard about that??	Jailene Sanchez

04/28/2022	I do not support Sound Transit building on 5th avenue disrupting community, businesses, and the IDs cultural identity. There is a perfectly good option to build on 4th instead aligning with the cities idea to have better alternative transportation other than cars. We've put vehicles over community for way too long. If we see a better future for our city, families and, children we have to start making decisions that reflect that. The culture of Seattle is at risk and that's a huge part of our identity as a city and a tourist destination. This impact could be huge on the community and we're firmly standing on the option to build on 4th and displace a parking lot over community. Please consider the people's strong voice on this matter.	Samantha Barberio
04/28/2022	I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood of the International District. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen and would cause immense economical harm to the area. This would make Seattle a less attractive option in general and cause people to simply move outside the city limits even further. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Colin Sievers
04/28/2022	I hope that Sound Transit will maintain its core value of being Progressive in its project to expand the rail into the CID area. It is clear that the option of building through 4th, though inconvenient for commuters who drive, would be the best way to conserve and value our Asian American community members. AAPIs in the U.S. have gone through multiple iterations of displacement, especially in Seattle. To commit to building through 5th out of convenience is against the company's diversity, equity, and inclusion values. "Our commitment to diversity, equity & inclusion is at the heart of everything we do." If you build through 5th, I hope you understand that your DEI work is far from where it needs to be and that you are failing the community. This quote from your race equity meeting, Sound Transit does not have an established agencywide policy, process or mechanisms to equitably engage with community to create long term relationships across our region that allows community to shape the way they interact with the agency in order to remove barriers to communication, and play a more active and meaningful role in decision making. (Equitable Engagement Tools Presentation, 2020) makes it painfully clear that you don't have the tools to think clearly about the impacts of this project on the AAPI community. You are all devoted and invested in fixing your DEI problems in writing. But I beg you to follow your DEI policy goals and not just be a performative institution. You have the opportunity to care and be committed to the AAPI community in Seattle. This project will lead to displacement and loss of jobs, businesses, and community ties. All of these are key to having a healthy community.	Joyce Diaz Sandi
04/28/2022	As a resident of the Chinatown-International District, I am writing to urge Sound Transit to look for transit expansion options that will minimize harm to the CID area, including small businesses and the residents, many of whom are elderly Asian immigrants, many of whom are not able to access these kinds of feedback forms to express their concerns about how the Sound Transit expansion could affect their daily lives. During the expansion of I-5, countless homes and businesses in this area were razed, and the neighborhood was bifurcated into what we now think of today as Chinatown/Japantown and Little Saigon roughly. The CID would lose numerous small businesses in the historic core, and see a dramatic increase potentially in traffic if Sound Transit does not take steps to minimize harmful impact. Please consider a 4th avenue option or other below ground options that will minimize harm to a neighborhood which has had to persevere through systemic injustices throughout its existence.	Joseph Lachman

04/28/2022	I strongly recommend adoption of the shallow or deep 4th Ave options to lessen long-term harm to and within the C-ID because: 1) Historic injuries (expelled, forced relocation, etc.) against our Asian neighbors and their accommodation and adaptation to previous mega-projects (I-5, I-90, stadiums) should be enough to support their request for the 4th Ave options. 2) The C-ID neighborhood is a MAJOR tourist attraction and generates income to many tourist-related businesses outside the C-ID. 3) 4th Ave is a major northbound traffic corridor to enter and pass thru downtown (I use it often) but the few years of disruption to traffic flow is worth the trade-off for long-term stability in the C-ID. 4) The geology beneath the various options can't be so different or they wouldn't have been proposed. 5) With the 4th Ave options, most of the lost housing and businesses will be outside the C-ID core. 6) The 4th Ave options would provide easier access to the existing stadiums. 7) My 1st choice is the Deep 4th Ave option but elevator only access is a concern as is the high projected cost. 8) My 2nd choice is the Shallow 4th Ave option with its more flexible access and somewhat lower costs. 9) I have loved the unique character of our C-ID with its food, museums, theater, parks, Asian elders, and more since 1968 when I came to Seattle! Thanks for your consideration. Anna Rudd, now on First Hill	Anna Rudd
04/28/2022	Building a station on 5th is racist and much more detrimental that the 4th idea. I'm all honesty seattle will be okay without this station altogether. Don't support racist gentrification and do better.	Jailene Sanchez
04/28/2022	The new Ballard-west Seattle route will have extremely detrimental impacts to many business in the international district. Specially, by installing the station on 5th Avenue, where many businesses reside and rely, will have detrimental impacts on the livelihoods of many individuals who support and run the businesses that have served our community for so long. Implementing the station on 4th Ave, while still posing negative impacts, will have much less of a risk on the livelihoods and well beings of the individuals who serve the ID community and the people who support the businesses.	Riley Wilmart
04/28/2022	this new light rail transfer station needs to prioritize the shortest travel time possible to transfer between trains, or people will be significantly discouraged from using the light rail with transfers. You also need to be providing substantial assistance to the businesses being displaced... enough to overlap leases so they don't have to stop their business, and enough for each business to invest in their new space to make it operable as soon as they are removed from their current location. I think it's also important to protect 4th Ave S as it is a major entry point into downtown from SODO. Sound Transit should also think about providing vendor spaces within the light rail station. This could liven up the feel of these barren spaces and also increase visibility to help reduce crime. I prefer option 3 (CID-2a).	Tyler Wilcox
04/28/2022	I'd like to encourage planners to select the 4th Ave option for the International District link extension. I love that neighborhood. I visit all the time to shop, eat, and socialize. The 4th Ave option would be best for residents and businesses.	Megan Castillo
04/28/2022	Please choose the 4th Avenue option, as this will impact less locally owned business in the heart of the CID.	Joe Wong
04/28/2022	I do not support building a new station in the CID to link West Seattle to Ballard. The CID has endured many hardships during the pandemic and also before. The construction will impact the CID greatly and the businesses in that area will suffer the consequences. Building the new station on 4th Ave will be less intrusive to the area.	Alina Luong

04/28/2022	Dear Councilmembers and Sound Transit, I am a customer and blade smith who is regularly represented at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to being involved in teaching their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. I've been involved with Epicurean Edge since the 90's, and it's always been a very important foundation stone in the world of cutlery. Without their expertise, the international community of makers, and buyers alike would be missing a crucial component in the sharing of the type of quality products that they offer. I've been particularly looking forward to the range of classes that will being offered, as I will be involved in many of the workshops as an instructor. Currently I'm offering classes at my forge in Ballard, and I've been looking forward to expanding over to Blade Gallery's new, and much larger facility. My hope is that the alternative DUW-2 option will seriously considered, and that the international knife making community will not lose this very unique business. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select	David Tuthill

	Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980. Thank you for your consideration, David David Tuthill Fire Horse Forge 1415 NW 49th St Seattle, WA 98107 206-229-6008	
04/28/2022	To Whom it May Concern: I have read and support the findings and recommendations published by the Wing Luke Museum and wish to have these issues of preservation of an historic ethnic enclave addressed. Thank you.	Mayumi Tsutakawa
04/28/2022	Would like to show my support for constructing the new light rail station somewhere on 4th instead of any of the 5th street options. The businesses located on 5th are vital to maintaining the authentic nature of Chinatown for those who enjoy connecting to their heritage like myself. The disturbance of construction so soon after the pandemic will bring more trouble for businesses just recovering. I am originally from Portland, and the chinatown neighborhood there is now non existent and empty due to poor planning policy and lack of consideration of the community that built it. The Asian community in portland has since moved farther out of town where land is cheaper, and transit is sparse. This is likely similar to what the CID can expect if they move forward with 5th street options. Portland no longer even really advertises their chinatown as a tourist spot because it is empty and abandoned with the exception of a few asian inspired street design elements. Seattle has a rich history of asian culture that is very much in the city's interest in preserving, as I'm sure everyone is aware, but it doesnt hurt to reiterate and hear the support from the community. Thank you for your consideration.	Trevor Wright
04/28/2022	I want to ask why you need to destroy a community that has already been hurt from COVID and is being destroyed by gentrification? There's a train station there, figure out how to make the existing one work for your new routes, build on top of the existing train station and don't touch existing businesses OR build somewhere else. Please do not hurt International District with it's wonderful businesses and community.	Madison Haws

04/28/2022	Dear Councilmembers and Sound Transit, I am a employee at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, we moved from Kirkland, WA to Seattle. I've recently heard that we are in danger of our new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international Bladesmithing community, that can't be found anywhere else. Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that we will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for our employees and the hundreds of artisans we represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980. Thank you for your consideration, Mussie Shimondi Admin Assist	Mussie Shimondi

	BladeGallery Inc. (253) 431-4331 26720 Carnaby Way Kent, WA 98032	
04/28/2022	Please listen to the community's needs and build the 4th Ave option.	Jessica Green

04/28/2022	Good morning, I am writing about the West Seattle Junction and Delridge alternatives. I am in favor of public transit and light rail and would love to see this happen as soon as possible. However, this does not have to mean destroying neighborhoods, people's homes and businesses. I oppose the preferred alternatives of an elevated track. This would cause a lot of nuisances, first visually, this would be towering over a neighnorhood of single family homes, townhouses and 4-level apartment buildings between Delridge and Fauntleroy. It would also be a direct noise and visual nuisance for the apartment dwellers between Fauntleroy and Alaska, not just from the train themselves but from the continuous announcements at the stations. I lived next to one L track and station in Chicago - Armitage (link https://goo.gl/maps/jzKXuSwoUjZfMYkM6) and moved out because of it). It would completely alter the character of the Junction that has been painstakingly preserved over the years. I am in favor of tunnels that would go under Genessee and 41st or 42nd Ave SW. That would reduce the number of residents being relocated and savings from the expropriations with current real estate prices would offset a big chunk of the cost of a tunnel. Also another source of savings is limiting the number of stations from 3 to 2. The distance between the stations at the Junction and Avalon is just 1/2 mile and 12 minutes walk according to Google maps so an Avalon station might not be the most bang for the buck. Thank you for your consideration, Regards David Saint Michel West Seattle	David Saint Michel
04/28/2022	Combine the two stations in WSEA into one station and place it on/adjacent to Fauntleroy Way SW alignment. Walkshed covered will be acceptable. Much better than walkshed in other neighborhoods served by light rail. With two obvious examples being: Bellevue, where the light rail station is a mile from Bell Square and half a mile from the new improved transit center. This solution would be a much smaller and more manageable walkshed and would be concentrated near the vast density of housing in the two areas. Folks can walk or bus to the commercial center which would still be an easy walk from the station or an even easier C bus ride.	Julie Garbutt
04/28/2022	Choose Fourth Avenue and create an intermodal direct transfer! Don't hurt the CID and its elders by going through with Fifth Avenue.	Sorana Nance
04/28/2022	The impact to housing and business is too great to allow the light rail above ground here in the West Seattle junction area. ST is great at digging tunnels and has done so when a line is called for in a hilly, dense neighborhood. The investment in West Seattle for alternate transportation is long overdue but is also something that will be with us for decades and needs to be done right to fit best within our community and that means underground. Likewise, a combined Avalon/Junction station near the Fauntleroy/Alaska intersection (with entrances on both sides of these busy streets) will serve the community well and helps eliminate the problematic Avalon station -- both due to existing housing but also because the walkshed is severely limited due to area topography and the West Seattle freeway cutting off easy access. Aside from this, the large, mildewing concrete that comes with elevated rail does not fit within our densely populated neighborhood and will bisect are area that, instead, is slated for City of Seattle investment to bring both sides of Fauntleroy and Alaska together for people walking and rolling.	Kevin Freitas

04/28/2022	Hi all, I am incredibly excited for the Link extensions that are coming in the future! I am an avid user of public transit (mostly using bike and KC Metro services to get around) and I can't wait to see how the upcoming Link extensions improve mobility within and around Seattle. However, I implore the team at Sound Transit to choose the 4th Ave route for the West Seattle and Ballard Link Extensions. The 5th Ave option will disrupt the CID immensely more than the 4th Ave option, putting a neighborhood that has already been through so much disruption in the past years caused by construction (through the construction of I-5, Kingdome, CenturyLink Field, etc), as well as disruption caused by increased crimes and hate-motivated attacks on the Asian population. Community is so, so important to us as humans. We thrive when we are given safe and stable places to express our shared cultures and to grow close to one another. The 5th Ave choice for the Link Expansion would put a huge strain on businesses, homes, and ways of life. Please, choose the route that would impact the people of the CID the least. Please choose to expand the Link using the 4th Ave option!	Gillian Fulford
04/28/2022	Regarding the Interbay/Ballard alternatives - any of the 14th Ave NW segment alternatives would be devastating for the Ballard Food Bank in it's brand new facility on 14th Ave NW and NW Leary. Full closure of 14th for 3 years would mean it would make it very difficult if not impossible for deliveries to the food bank and for vulnerable clients to get to the food bank for crucial food supplies. This would not meet Sound Transit's own stated environmental justice goals. On the other hand, the Ballard Food Bank is in favor of the 15th Ave alternative (as opposed to further west as some are advocating) in order to better meet the transportation needs of their clients. My own preference would be for a tunnel under the ship canal for fewer impacts on views, shipping, and businesses in Ballard and the Interbay area. Thank you for the opportunity to comment.	Lynda Emel
04/28/2022	While I support the increased access to public transit, especially for the ease of access for those who live & work in the C-ID and the potential business it will bring to the C-ID community, I implore you to select the 4th Ave option which will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood.	Grace Wong
04/28/2022	I really hope there is reconsideration for the 5th ave project near CID. The 10 year plane will cripple the businesses in the area that have already faced enough adversity the last two years. Please reconsider different location or plan that doesn't affect more business. Your organization has already wasted public funds. This is not needed at this time	Kevin Lee
04/28/2022	Please, please, please route the light rail through 4th Avenue in Chinatown International District!	Brian Luong
04/28/2022	I voted for this extension in 2016, but having now seen the West Seattle expansion options, I believe the environmental and economic costs outweigh the benefits. Please reconsider how electric buses and other transit options could meet the growing needs of West Seattle's population without displacing dozens of businesses, hundreds of homes, and hundreds of animals that all make their homes in West Seattle.	Shannon Saam

04/28/2022	While expanding and improving public transit is essential for our city, it's critical that we take full accountability for and address and mitigate the repercussions of that expansion. In particular, the displacement of businesses and vulnerable community members at the heart of the Chinatown-International District has not been sufficiently addressed. This is an already marginalized community facing a decade of destruction and displacement. Much more needs to be done to protect this community, support impacted businesses, and avoid displacement. Sound Transit already has a history of asking minority neighborhoods like Rainier Beach to bear the brunt of construction impacts while failing to mitigate displacement or helping these neighborhoods reap the full benefits of transit. Sound Transit has a responsibility to do better for marginalized communities like the C-ID and has an opportunity to improve the legacy of public transit here by revisiting and fully addressing impacts to this community.	Shelley Wilson
04/28/2022	The CID was originally created because of racist redlining policies and has been disrupted and forcibly moved on 3 major occasions already because the city has decided that our communities and neighborhoods aren't wealthy or important enough to not be demolished every single time. We are strongly opposed to all of the 3 options listed for 5th Ave S. Our neighborhood loves and uses as much public transit as possible, but not at the cost of community, livelihoods, and forcing the residents of the neighborhood to live in a construction zone for the next decade.	Erika Lovas
04/28/2022	Thank you for issuing the Draft EIS for public comment. I think most West Seattle residents (myself included) are all excited and anxiously awaiting light rail to West Seattle. The needs for public transit alternatives to and from the peninsula are glaring in the past 2 years with the bridge closure. I am an Architect and resident of West Seattle (Alaska Junction). In reviewing the EIS, it is apparent that the site constraints and elevation changes after crossing the Duwamish necessitate a tunneling option at least from Delridge to the junction Additionally, the amount of property which would need to be required either through standard real estate transactions or eminent domain is astronomical with an elevated track, not to mention the fact that all the residents of said properties would have to be displaced. For instance, the elevated proposals for the Alaska junction station would require the acquisition, and demolition of effectively 2 entire blocks. The proposals for a Fauntleroy elevated station would require the acquisition, DISPLACEMENT, and demolition of a brand new apartment building that just opened at the end of 2021. Given the pace of real estate prices, has the budget for acquisition provided enough funds for procuring all of these properties? Has this process started? Certainly not every one of these residents will sell willingly, forcing an eminent domain challenge, which will most certainly be challenged in some capacity leading to a potentially years long legal battle, just to acquire the properties. Has this been accounted for in the schedule? It seems just from a land use and acquisition question, that the elevated options do not seem feasible. Delridge 2B is a great configuration for a tunnel, which leverages existing city property, thereby eliminating some property acquisition requirements and achieving a tunnel from there to the junction. I strongly urge Sound Transit to consider modifying the preferred alternative to a tunneling strategy, which utilizes as much city owned/public property as possible without the forcible acquisition and eviction of residents. Furthermore, while the West Seattle Bridge repairs are due to be completed this year – this bridge will still need replacing. It would be wise, before the bridge reaches the end of its lifespan, to plan for a hybrid road/rail replacement design which can be constructed as part of the light rail extension and would allow the existing West Seattle Bridge to be decommissioned at a later date once the light rail is opened. I understand this requires interface with SDOT, but would be a wise endeavor for efficiency's sake.	Steven Townsend
04/28/2022	Please move forward with the 4th Ave alternative. The 5th Ave alternatives have too many negative impacts on the community.	Kate Quamma

04/28/2022	Expansion of the light rail in the CID will be very detrimental to important community. If it must be expanded please only expand onto 4th Ave and NOT on 5th Ave. Building on 5th Ave expansion will demolish some existing businesses (oasis, Seattle best tea, pings dumplings) and bring construction into the heart of the neighborhood. 4th Ave options will not do these things.	Natalie Sridhar
04/28/2022	The building of these transportation systems will desalinate the Chinatown-international disctrict for years to come. These communities are already suffering from overall covid-19, on top of the extreme racism they deal with in general and directed from hate crimes due to the virus. Please seek other options that will not ruin lives by demolishing small business of People of Color.	Ali Lorenz
04/28/2022	Access to public transportation is vital to the livability of our city during this time of unprecedented growth and expansion but, as history shows, consequences from public infrastructure projects like this have disproportionately burdened communities of color. As the largest transit hub in the city, it currently serves as the primary regional gateway into Seattle's downtown core and stadium district. Simultaneously, it also sits at the doorstep of the Chinatown-International District - a vibrant historic neighborhood that is home to multi-generational families, preserved buildings, family-owned businesses, and community organizations that provide vital services to its residents and serves as a cultural destination and place of belonging for many throughout the region. The economic impact of the pandemic and anti-Asian American sentiment has hit the C-ID neighborhood harder and longer than most. Many of the small businesses that struggle to survive today will be hit even harder, our Museum included. We have determined that evaluations by Sound Transit have ultimately failed to fully address and account for the ways in which the expansion will irreversibly change the neighborhood.??We've lived through the construction of I-5, which cut the neighborhood in half and paved over churches, homes, and businesses. We've lived through the construction of the Kingdome, which threatened to turn the C-ID into a parking lot. We experience the legacy of their impact year-round. For a neighborhood that exists due to historically racist policies such as redlining and lack of city services, our neighborhood once again faces an uncertain destiny. Current plans to expand the Link Light Rail in Chinatown-International District Station threatens to further divide and marginalize the C-ID neighborhood. I support the 4th Ave, not the 5th Ave plan. This is certainly not the first major construction project in Seattle to impact the community, as seen during the construction of the Kingdome in 1972 (the site of Century Link field today), the expansion of I-5 which literally divided the neighborhood in half, and many others since the Chinese Exclusion Act was enforced from 1882 to 1943. Articles regarding the history mentioned above: • https://archive.seattletimes.com/archive/?date=19990708&slug=2970605 (Tsutakawa 1999) • https://brambleproject.com/uploads/Brian-Thesis.pdf (Kalthoff 2012)	Alvin Ongoco
04/28/2022	Do not build anything that will harm Chinatown.	Vincent So
04/28/2022	The CID is a neighborhood near and dear to my heart. while I understand that access to public transportation is important, it shouldn't have to come at the cost of the health, safety, and comfortability of residents in the CID community. I strongly suggest the 4th Ave option as that create the least impact on a neighborhood that has already been through enough disruptive construction projects. Thank you!	Josephine Law
04/28/2022	No, this will carve into Chinatown-ID. A culturally rich neighborhood does not need to be carved into. We value the elderly, small businesses, and Asian culture.	Fiasta Bautista

04/28/2022	Firstly even considering displacing so many CID businesses and residents in unacceptable in terms of racial and community equity. These citizens have made the district livable, economically viable, and vibrantly contributory both civically and regionally. There must be sufficient budget to provide guaranteed funds for businesses reestablish to their original or virtually equivalent business locations, if any displacement is required. I dislike any deep station alternative at this site, as the stations only accessible by elevator experience frequent elevator service disruptions. At at station of this nexus import, any elevator service disruptions are completely UNacceptable. I strongly encourage Sound Transit to further study concepts along 4th Ave to minimally impact CID businesses and residents, as well as to also take into account the longevity of the 4th Ave Viaduct and incorporate that replacement information in the light rail expansion project timeline, so that traffic impacts are also minimized to the shortest timeline possible. Respectfully, Tracie Giles	Tracie Giles
04/28/2022	I strongly agree with the statement put forth by the Wing-Luke. The CID is greatly important to Seattle and must be protected. The open letter outlines oversights and historical context for opposition to the current station options, and calls for a more thorough study on impact to the local neighborhood and community. Thanks kindly, David Gibbs	David Gibbs
04/28/2022	This current plan unnecessarily displaced businesses and people in a deeply populated area. This plan can and should be moved to other locations with less devastating effects to our elders and local AAPI community	Caroline Daniel
04/28/2022	I support the the "4th St Shallow" or "4th St Deep" option for the Chinatown section of Sound Transit. The 5th Ave option would displaces many more businesses.	Frances Blauvelt

04/28/2022	Dear Councilmembers and Sound Transit, I am an employee at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, we moved from Kirkland, WA to Seattle and are in danger of our new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Our staff has worked tirelessly throughout the pandemic to try to keep our business open and our employees employed. Forcing our business to close our doors after just completing this extremely time consuming and expensive move without a chance to recoup funds would cause our business to go under. We don't just employ our own employees, but also provide a avenue for over 500 additional small businesses, from bladesmiths, to machinists, to folks still creating art using old world and often lost techniques to sell their art and feed their families. The loss of our business would have a ripple effect throughout our industry resulting in income lost for hundreds of families. Additionally, the loss of our business would simply be a disservice to the public of Seattle. A business like ours draws customers from all over Washington simply because a business like ours does not exist anywhere else in the world. This generates revenue for the City of Seattle from people that normally avoid coming into Seattle. With the addition of our building, Lawless Forge, and Decorative Metal Arts, a true community of artists and metalworkers have began coming together in an area of the city that desperately needs a community to support it. It only takes 5 minutes of someone driving throughout the Sodo District to see that Sodo does not get the same support from taxpayer dollars as other parts of the city receives. Currently the City of Seattle is unable to even keep up with cleanliness of the streets, removing hazardous broken glass from the sidewalks, and trash and debris from the streets, sidewalks, and alleyways. The addition of a light rail throughout this area will only exacerbate the problem. Please consider the following comments and respond on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop Thank you for your time and consideration. Jeff Swanson	Jeffery Swanson

04/28/2022	Sound Transit needs to be expanded, and the missing link of the Burke-Gilman needs to be completed!! Mass transit is vital to our city, and is more environmentally friendly.	Rachel Wood
04/28/2022	Please reconsider this development because it's another way Seattle is practicing gentrification and harming the people who live in this area. Making them loose their businesses and not be able to afford rent. This is not an act of love for the people in Seattle who will be deeply impacted by this.	Ray Tarrach
04/28/2022	I am a resident of Beacon Hill and frequent stores and restaurants in the ID. It is a wonderful gift to Seattle and should be preserved as much as possible during this expansion. Please listen to those who reside or have businesses in the ID, and of course the community leaders. Their advice is essential for retaining the culture and history of the International District. As a member of Wing Luke Museum, I understand the important of retaining as much of this area as possible. Seattle needs increased lightrail, but it should not be at the cost of this historic area which represents so many Asian communities.	Alice Doyel
04/28/2022	Section ES.3.1.2.2. Chinatown-International District Segment: 4th Avenue options are preferable to those on 5th Avenue. Please choose option CID 1a or CID 1a. Businesses that would be displaced by 5th Avenue options are an important part of our community in the CID. 4th Avenue options would minimize disruptions and noise during the construction period.	Sarah Wozniak
04/28/2022	In order to serve the Ballard community, already one of the densest areas in the Seattle area, the light rail station needs to be as far West as possible. A 15th Ave. station just barely fits this need, but is still on the borderline of usability. Riders would still need to cross a busy, car-centric intersection in order to get there, although at the very least they could see the station from Ballard. Moving the station to 14th Ave. would put the station firmly in the much-lower-density West Woodland neighborhood. Putting the station in central Ballard, even if more difficult, meets the needs of the community so much better. Yes, there are engineering challenges that need to be addressed, acknowledging the impact to historic structures, but the benefit is high enough to merit that effort. I have heard that a central Ballard station is completely off the table, for the aforementioned reasons, but I strongly urge you to reconsider this decision. The potential upside is just far too high. If the board of directors have made up their mind that a Ballard location is off the table, then 15th Ave. is the most acceptable option. I've seen concerns that 15th would impact more businesses, but the only businesses I've seen in the proposed location are a Mud Bay and a Subway. These are not important Ballard institutions. Ballard already has a locally-owned pet supply store, and several locally-owned sandwich shops. Let's not sacrifice the long-term accessibility of the neighborhood for the sake of a few low-value chain stores. To summarize, please re-evaluate the 20th Ave. option, and do not consider any options East of 15th Ave.	Mark Verrey

04/28/2022	Dear Councilmembers and Sound Transit, I am an employee at BladeGallery's Epicurean Edge in SODO. I started my employment here in November of 2021 and within several weeks of my employment, I, along with the rest of the staff, learned that we are in danger of our new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community that can't be found anywhere else. Furthermore, working here is my sole source of income upon which I depend to pay my bills. Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop. I hope you consider this information in earnest, as this situation has cast doubt on the future of our business and the livelihood of myself and my colleagues.	Nathan Bayer
04/28/2022	As a way to mitigate or eliminate the environmental damage to the area, please study interlining the trains between SoDo and Westlake, while retaining the same frequency. This would require an infrastructure investment (to allow for better headways in the existing tunnel) but would likely cost less than a new tunnel. This would also be much better for riders, thus increasing ridership and reducing driving (thus reducing the overall environmental impact). Also study a new station at 20th NW in Ballard. The station could be oriented east-west, which means that the crossing would not necessarily occur at 20th (it could occur east or west of there). Doing so would increase ridership, and thus reduce driving (and damage to the environment). For the crossing, please study both underground and above ground options to the east and the west.	Ross Bleakney

04/28/2022	as a resident and community member living in international district/chinatown, i am urging you all to remove 5th Ave as an option for the new Sound Transit light rail station. instead, build it on 4th Ave! if this station is built on 5th Ave, it significantly impacts the lives of workers and residents living in the area in a negative way - this construction will displace hundreds of local brown, Black & Asian owned businesses, endanger the lives of Asian elders living in the area and cause environmental effects that will directly impact the hundreds of brown, Black and Asian residents in CID. i live here. i work here. my friends, my community, the folks i love live here. our lives will all be disrupted for the next 20 years and we will directly face the consequences and negative impacts of construction. CID has faced so much injustice and blatant discrimination from the city of Seattle - i am urging you all to acknowledge this and strongly consider prioritizing the lives and needs of Black, brown & Asian folks living in CID. please listen to what the CID community is telling you. NO to 5th Ave, YES to 4th Ave!!!	Iris Monica Ann Silan
04/28/2022	I support the 5th Ave alignment, but Sound Transit must take CID community concerns seriously and seek to minimize disruption to local businesses by prioritizing a 4th Ave S station just below street level like the existing station. Regardless of the rest of the downtown alignment it's absolutely essential to have multiple banks of large surface-to-platform elevators to serve the second downtown transit tunnel. The need for a mezzanine level is minimal; ticket machines and ORCA card readers can be stationed at immediate at all surface level-station entrances as with all stations in the newer segment between Capitol Hill and Roosevelt. The Ballard station is too far from the core of the neighborhood and fails to properly serve it - given the growth of the neighborhood and its existing core, it'd be like building the U District station by the freeway bus station instead. An alignment more to the west would also allow better pedestrian and bicycle access to and across the Locks and Discovery Park. Similarly, the SLU station should be built to serve the neighborhood core (between 9th and Boren), and redundancy to the streetcar by building it under Westlake instead would not be unwelcome. I don't have particularly strong opinions on the other alignments, though WSJ-5 is clearly the best option to actually serve riders in West Seattle, and consolidating Smith Cove/Interbay should be studied further as the drawbacks of cutting Smith Cove are not huge compared to time savings and better possibilities of TOD to drive ridership in addition to being close to existing useful retail, though if not the 17th Ave/Thorndyke retained cut option is the most ideal (again, considering the potential for future TOD, not as it's currently developed).	Derek Shan

04/28/2022	Hello, My name is Kristen Johnson and I am writing to comment about the proposed DEL-5 and DEL-6 alternatives for the West Seattle Link Extension. I am strongly opposed to these alternative routes, as they would completely disrupt the behavioral health agency, Transitional Resources, that I currently work for. I have been an employee at Transitional Resources for just over 3 years, and I also live in West Seattle. Transitional Resources provides behavioral health treatment and supportive housing for those who are living with serious mental illness in our community. A majority of those we serve are people who once struggled with homelessness and hospitalization and are now living stable, healthy lives in the community thanks to our services. The proposed DEL-5 and DEL-6 routes would devastate Transitional Resources (TR) and our model of care if they were to move forward. The proposed routes affect 3 of our properties; one is a house that serves as a permanent residence to several clients, and two other buildings are apartments that house clients and contain offices for our programs--and these two buildings are absolutely essential to the work we do. These two buildings are not only permanent housing for 30+ clients we serve, but are also where the entirety of our supportive housing program and outpatient services offices are located and operated from. These buildings and their close proximity are located in the community and are a cornerstone of TR's successful model of care. Clients and staff rely on the easy accessibility and consistency of services that the co-location of the buildings provide. TR has a multitude of clients who live in the surrounding community--including those at our recently constructed Rise at Yancy Street building located a block away—who would lose access to these services that are right on their doorstep. Those who do live in these properties would be displaced and would likely struggle to find a new home and services that could meet their unique needs. Many of these people were homeless for many years and were finally able to find permanent housing through TR, and they have maintained this housing thanks to our services. Finally, the biggest issue concerning these proposed alternative routes is that TR cannot easily relocate since the proximity of services and housing are essential to our model of care. Costs are going up in the area, and finding a new property that would meet our needs without needing to build new would be nearly impossible. The costs of building new would be far out of our means as an agency, and I emphasize once again, the close proximity of our buildings and the interconnected nature of all our programs is essential to the services we provide, and to the successful outcomes we see from our clients. As you can see, the disruption of these services would be catastrophic to not only our clients, but our community as a whole. I urge Sound Transit to reject the DEL-5 and DEL-6 alternatives and go with other alternatives that will not devastate a vital community service that this nonprofit provides. Thank you, Kristen	Kristen Johnson
04/28/2022	Don't mess with 5th Ave. C-ID needs to be built around community and displacing local stores for a decade long project will not benefit the area in the immediate or in the future. Leave C-ID alone!	Benjamin Ko
04/28/2022	The 5th Ave alternative option should be taken off the table. The impact to the community and businesses would be too detrimental to recover from and ultimately do more harm to an already marginalized community than any good. The 4th Ave option is much less harmless and less invasive to the community.	Grace Sinclair
04/28/2022	Options on the 4th Ave (1A and 1B) are better from a transportation cohension standpoint. These options additionally enable people like me to continue supporting local business that celebrate my heritage. An additional benefit is that it would break with Seattle's history of putting all the infrastructure burdens on minorities, which would be a laudable thing to stop doing.	Ederlyn Lacson
04/28/2022	Please go with the route on 4th, NOT on 5th. Going through the China Town International district would be detrimental to the Asian American and Pacific Islander community, especially after a devastating last couple of years of violence and abuse due to the pandemic and racism.	Laksmi Van

04/28/2022	Hello, I know discussion is happening around where the CID lightrail will be going. 5th Ave St houses and employs so many Asian Americans that gives richness to what makes the Chinese International District special. It would be much preferred if the lightrail station was instead moved to 4th Ave where it will cause much less displacement and disruption. Thank you for your time, Chanelle Geveshausen	Chanelle Geveshausen
04/28/2022	Housing/land costs will continue to WELL outpace inflation. As such, delays will raise costs (of land acquisition) faster than money to buy them, and will doom the project. Unless the project changes to not need to purchase land. Plan to build a tunnel (in West Seattle) instead where it saves you from having to acquire large chunks of property. It'll be the only way to actually succeed, and as a bonus it will be less obnoxious visually too. (Alternately, if we could kill R1 and parking requirements, maybe we could catch housing inflation? But that's for the council to change, and you can't really get them to change that. So ... tunnels.)	Douglas Kilpatrick
04/28/2022	Why are these the only options? Why should the regional transit hub go through the Chinatown International District? The Lightrail, the Streetcar, and I-5 projects have disrupted our neighborhood enough. Put the hub at the stadiums or at downtown!	Rachtha Danh
04/28/2022	This project will harm the low income, predominantly POC community in the C-ID exponentially more than other privileged communities in Seattle. SoundTransit should reflect on their commitment to diversity, equity, and inclusion as they are proposing to actively harm this community for decades to come.	Megan Grosse
04/28/2022	To whom it may concern, I prefer selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. After reviewing the Draft EIS Executive Summary Delridge Segment (ES.3.1.1.3, page ES-13 – ES-18), it appears that the proposed options DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, DEL-4 all impact the corner of Delridge and Andover. They will force our office building at 4000 Delridge Way SW to close and demolish the surrounding neighborhood, which I believe would be devastating for our business and employee morale to have to leave West Seattle, as well as the nearby neighbors. It seems DEL-5 or DEL-6 are better options due to less neighborhood impact. They would allow us to remain on our corner and prevent any disruption to our thriving business. Also, Options DEL-5 and DEL-6 would disrupt the fewest amount of residential and a similar number of commercial properties – both of which are limited in West Seattle. The noise and visual impact would appear to be significantly less if DEL-6 was chosen above all other options. The DEL-6 option is cheaper than the others, making it a great choice since construction costs are rising dramatically. In closing, please consider selecting DEL-5 and DEL-6 for the West Seattle Sound Transit route. Thank you.	quyen vu

04/28/2022	I am concerned by the residential and business displacements which will be caused by the preferred 14th Avenue elevated option as outlined in graphic ES-8 of the EIS's Interbay/Ballard Extension section. I am also concerned by the years-long negative impact to the newly-opened Ballard Food Bank, a vital service to many people in the community. Additionally, I am troubled by the visual impact of the elevated section, particularly over the Ship Canal near the Ballard Bridge - it is out of scale with most of Ballard and Interbay, and unattractive. For these reasons, I support the Tunnel Option on 15th, as 15th is already the main transportation corridor through this area.	Dana Staikides
04/28/2022	Four stations are not necessary in West Seattle. Long term accessibility and route expansion should go south from the Fauntleroy station. I believe the alaska junction station, regardless of whether it is above or below ground is not necessary and is a dead end ride. It is easily walked up Edmunds, Alaska or Oregon and would thrive with a shuttle from the Morgan Junction as well as the Admiral Junction. This would allow the possibility of pedestrian only from the Triangle to the Alaska Junction. No cars, walk or trolly to a safe, noise free and sunlight destination for shopping and entertainment. Build for expansion to the airport and beyond.	Sharonn Meeks
04/28/2022	Please build this underground! The West Seattle we know has already been ruined and over built. This monstrosity is loud and ugly, the least we can do is put it underground and save what little bit of our once lovely town that we can. Underground please!	Heather Scott
04/28/2022	Please consider only 4th Ave options despite higher costs. We need to absolutely avoid further disruption of life in Chinatown/ID. Our embarrassing actions in Seattle toward Asians since deporting Chinese in 1886 need our continuing apologies, not unending disruption of this historic and successfully expanding district.	Charles Meding
04/28/2022	Don’t build this transit system! Multiple small businesses are placed there that have been around for many years. Building this would end these businesses and harm many families.	Gabriella Middleton
04/28/2022	Please do not expand the station in a way that is going to be harmful to the CID. Seattle has already taken a great hit from covid & gentrification. Many small businesses that are the heart of Seattle have already been forced to close. Ping’s dumpling house is a staple of Seattle, and the CID. Expanding the station in a way that demolishes these buildings, will not only be a tragedy for Seattle, it will also negatively impact the residents with loss of business, dealing with road closures, harmful air quality from construction, and obnoxious noise from construction. I personally do my grocery shopping at Uwajimaya, and frequently spend my time after strolling through the street, getting boba from oasis tea, dumplings from pings and tea from Vital Tea tasting house. I am devastated thinking of a future where the link expansion is considered more important than then value of life of the residents. Find a different option that does not demolish the heart of CID. I couldn’t imagine the city would choose to demolish the heart of Fremont or Ballard, so I hope that is not the case for the CID. How many more times will POC have to sacrifice their quality of life for the sake of “progress” when a compromise can easily be made ?	Neisha Bhagwandin

04/28/2022	NO on 5th Ave options (CID-2a, 2b) NO on 4th Ave deep (CID-1b) Tentative YES on 4th Ave shallow (CID-1a) I've read through the draft EIS and I am not confident that the assessment fully understands and captures the scope of the long-term negative impact that this project will have on the C-ID neighborhood. Many of the proposed repercussions are unacceptable to me, as someone whose life, community, and work centers in this neighborhood. I ask for Sound Transit to thoughtfully and intentionally conduct additional studies of the environmental, cultural, health, and equity impacts of this project. As such, in a host of bad options, 4th Avenue shallow is the least damaging of them. Here are my reasons why: Firstly, I note that all options (CID-2a, CID-2b in particular) will cause irreparable displacement of key businesses. If options result in displacement, why are they viable options? CID-1a and CID-1b cause fewer disruptions to the neighborhood, but still result in potential displacements of neighbors. The West Seattle station was able to be moved to prevent avoidable displacement. Why is that not being entertained in this scenario? Secondly, it fails to account for the long-term harms caused by construction and closures in several ways: Economic disruption of business operations - The neighborhood has not recovered from the early days of the pandemic and Anti-Asian American sentiment/violence. So many businesses have struggled to survive even without massive construction disruptions, and the reduction of parking options, increased congestion, and street closures means that many businesses will lose even more revenue than they already have. This will not just affect the displaced businesses that will no longer exist, but we will feel the effects neighborhood-wide. Many more businesses will not survive. The project proposals fail to protect the economic vitality of these family-owned businesses. Noise pollution - The prospect of having continuous construction noise throughout the day for long stretches of time, in addition to the heavy machinery that will be coming in and out of construction sites is a huge detriment to the quality of life in the C-ID. As a dense residential area filled with a large population of elderly people, this has a massively negative emotional and psychological effects on quality of life. Our elders and neighbors are peaceful and deserve compassionate consideration. Health effects - CID-2a is too close to the neighborhood's central park space where families, elders and community members congregate. I was also appalled to see that the location where Oasis Tea Zone currently exists is going to be the site of the tunnel exhaust system. The C-ID already suffers from poor air quality due to a lack of canopy cover and greenspace, not to mention that it is adjacent to I-5. We're talking about pumping low-quality/polluted air into the heart of our neighborhood where children play and elderly people sit outside to enjoy fresh air. This is absolutely unacceptable and has negative implications on development of new generations and the lifespans/health outlooks of current residents. This would never fly in a residential neighborhood like Laurelhurst or Magnolia. Why is it an option here in the C-ID, also a residential neighborhood? Asian Americans are not expendable. Thirdly, historical context is absent in consideration of these sites. Previous infrastructure projects such as I-5 effectively cut the C-ID in two, severing and isolating Little Saigon from the rest of the neighborhood. The lack of foot traffic and degradation of community cohesion has had lasting and irreparable effects on the neighborhood's vitality. When the Kingdome was constructed, it was proposed that the C-ID was going to be where the parking lot was. Why is this an option? The Japanese Incarceration removed people from their homes and effectively wiped Japantown from the map save for a few meager blocks. This neighborhood has already suffered massive and continued loss due to massive infrastructure projects. The C-ID exists today specifically because of historically racist policies such as redlining. Once upon a time, this neighborhood was one of the ONLY places that immigrant populations, Black, Brown, Asian people were ALLOWED to live. As a result, we built a vibrant self-sustaining community in the only place we were able to. Now, this neighborhood and community which we have fought for generations to preserve is just going to be paved over as it has been time and time again. It is not as simple as destroying a few buildings. Unlike many other neighborhoods in the city, this one in particular is a tight-knit community of interlocking relationships and support systems - damage to one part of the community has a rippling systemic impact. The proposal perpetuates and makes worse historical racial inequities. In summary, my reaction to the Draft EIS is overwhelmingly negative on the basis of unacceptable damage to neighborhood cohesion and cumulative impact on the C-ID's physical and emotional health and economy. If I were to support any option, it would be CID-1a, but I would like Sound Transit to conduct a more thorough study of the long-term cumulative effects that this will have and explore other alternatives that do not result in massive displacement threat, economic damage, and poor quality of life for the neighborhood.	Max Chan

04/28/2022	I am a first-generation born Filipino-American and have been living in Seattle for 5 years. Within that timeframe, I've had the opportunity to live in downtown Seattle, Columbia City, and now reside in West Seattle. The light rail and other public transits have been my main methods of travel and I've enjoyed them very much. I am proud to say that Chinatown-International District has been one of my most favored stops along the light rail due to the local businesses and their hospitality. It's a spot that's reminded me of home because of the people, small businesses, local shops, food and beverage services that make up the neighborhood there. It's a place that I've grown to cherish. while the thought of connecting West Seattle to Ballard via new sound transit station can be beneficial, the affects of the neighborhood in the C-ID must be considered. We must listen to those that have been there, that live there, that have generational roots and businesses that serve and have served the community over the years there. Please consider this as we #MoveForwardOn4th.	Adam Gatdula
04/28/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy (ABA) in the Frye Commerce Center (2414 SW Andover St). I currently have a daughter that attends ABA and my older son (now 8) attended ABA for five years. ABA has been an extremely important part of my children's lives, providing high quality pre-k education and more importantly, safe and loving childcare while my spouse and I work. Additionally, because of the location of ABA, as opposed to being somewhere such as the Alaska Junction, the cost is lower than other facilities in West Seattle. Had our only option been to send our children to another provider, such as Bright Horizons, we would not have been able to afford it and likely I would have had to quit the workforce to be a stay-at-home mom. I realize that by the time this relocation would be implemented, I will no longer have a child at ABA. However, I sympathize with all future parents trying to obtain affordable, quality childcare for their children. I have spoken to many parents who have been on waiting lists since they were newly pregnant, and still have not been able to find anything well after their child is born. Forcing ABA to relocate off the peninsula and/or to a smaller space would have negative repercussions for thousands of families in the future. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Inga Shigetani
04/28/2022	Evaluations by Sound Transit have ultimately failed to fully address and account for the ways in which the expansion will irreversibly change the neighborhood. We've lived through the construction of I-5, which cut the neighborhood in half and paved over churches, homes, and businesses. We've lived through the construction of the Kingdome, which threatened to turn the C-ID into a parking lot. We experience the legacy of their impact year-round. For a neighborhood that exists due to historically racist policies such as redlining and lack of city services, our neighborhood once again faces an uncertain destiny. Ultimately, the final EIS requires greater clarification on multiple fronts to better assess construction impacts.	Gauri Sharma
04/28/2022	Hello, as a large property owner along 14th Ave NW, (Vaupell Property between NW 54th and NW 53rd) I am interested in the project. I am concerned about how I plan on our redevelopment without knowing where the line will go and how much of our property you are interested in. We plan to redevelop the property starting this summer. We are concerned with access issues if 14th Ave NW is under construction for a long period of time. We are supportive of a light rail link to Ballard. Thank you,	Don Fosseen

04/28/2022	I am a citizen, resident of WA, and proud Asian American healthcare worker. This light rail construction will economically harm the asain American densely populated communities of Seattle. How many more homes and businesses does king county need to ruin before considering the uprooting of white homes for expansion and betterment of communities? Construction will create toxic waste and unhealthy environmentally toxic living conditions for the multigenerational Asian Americans residing in the sanctuary of the ID. I formally work in public health clinical research on environmental toxicology and know the effects of chemicals and toxins on childhood development, pregnant women, and elders within communities. This effects of this project haven't even been formally considered by city planning-disgusting behavior. This is not the first major construction project in Seattle to impact the community, as seen during the construction of the Kingdome in 1972 (the site of Century Link field today), the expansion of I-5 which literally divided the neighborhood in half, and many others since the Chinese Exclusion Act was enforced from 1882 to 1943. Access to public transportation is vital to the livability of our city during this time of unprecedented growth and expansion but, as history shows, consequences from public infrastructure projects like this have disproportionately burdened communities of color. This project will deface and economically harm a vibrant historic neighborhood that is home to multi-generational families, preserved buildings, family-owned businesses, and community organizations that provide vital services to its residents and serves as a cultural destination and place of belonging for many throughout the region. Proposed options on 5th Avenue will displace many C-ID small businesses and result in the demolition of buildings that currently house Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. No matter the location, station construction will require nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day. Cumulative impacts around the community's ability to stay and thrive remain unaddressed and historically, from previous historical construction narratives in the community, will detrimentally affect the well-being of community members. The economic impact of the pandemic and anti-Asian American sentiment has hit the C-ID neighborhood harder and longer than most. Many of the small businesses that struggle to survive today will be hit even harder. Evaluations by Sound Transit have ultimately failed to fully address and account for the ways in which the expansion will irreversibly change the neighborhood. The ID has lived through the construction of I-5, which cut the neighborhood in half and paved over churches, homes, and businesses. They have lived through the construction of the Kingdome, which threatened to turn the C-ID into a parking lot. The ID experiences the legacy of their impact year-round. For a neighborhood that exists due to historically racist policies such as redlining and lack of city services, the neighborhood once again faces an uncertain destiny.	Sarah Wang
04/28/2022	Thank you for the opportunity to comment. I am very supportive of building light rail. I support a system that prioritizes riders and good station access. As a regular user of the current line 1 system, I am often very frustrated by the lack of functioning elevators and escalators. I am against any of the deep stations for that reason. In the Chinatown International District, please build a station on 4th that is shallow. This neighborhood also needs construction mitigation efforts to support the unique local businesses in this neighborhood. The CID has faced so many negative impacts from transportation projects over the past decades, and it is important to figure out how to support the existing local businesses and prevent further displacement.	Kelli Refer
04/28/2022	I do not believe th EIS sufficiently considers the impact to the Chinatown- Japan town that this construction and new station entrance would cause. This area is a seattle treasure with many small businesses and would be severely impacted by construction or a new station. All expansion must be based at a different location not in this community.	carol overbeck

04/28/2022	Support any option that puts more trains in tunnels through West Seattle and Ballard Options where stations are only accessible via elevators are not preferred CID-1a is preferred as it minimizes displacement of businesses in the CID. DT-1 is preferred as it locates the Downtown and South Lake Union stations in more desirable locations o Supportive of tentative plans presented to Seattle City Council showing an approach to the Mid-Town station is located and designed such that acquiring the Bartell's parcel isn't necessary. Support IBB-2b and IBB-3 design for Interbay and Ballard Stations. Locating station along 15th Ave W/ NW will provide easiest access for neighborhoods. For Interbay Station, locating the station away from 15th Ave W limits the systems ability to be easily accessed from bus routes (unless buses are re-routed), but support IBB-2b as it puts station below-grade at 15th Ave NW and NW Market St. Locating Ballard Station on 14th Ave NW limits access and potential future use. Sound Transit should work with the City of Seattle to establish higher height limits for future TOD developments around stations – especially in West Seattle, Smith Cove, Interbay, and Ballard Stations. Stations need to be connected to and accessible via safe routes for everyone walking, rolling, and biking. Sound Transit needs to work with the City of Seattle to create safe intersections, safe bike routes, and secure lock-up facilities for short and long-term bike storage at new stations in West Seattle, Interbay, and Ballard.	Connor Davidge
04/28/2022	I believe expanding transportation is important but please do not destroy Chinatown in the process. My family has had business in Chinatown for most of my life and I have practically grown up there. Many of my family's loved ones also run small businesses in Chinatown and on the block the construction will be. This construction will heavily change everyone's lives for the worse. For many people, their business in Chinatown is their only livelihood. Many elders including my grandma reside in Chinatown as well as many other communities. The construction will add so much pollution and debris into the air, it will impact their health. It will also change the peace of living with all the construction. Adding on to all this, it will destroy what little history we have of Chinatown. Japan town is already non existent due to Pearl Harbor, I would hate to see more representation being destroyed ! This is my culture, and many other peoples culture, that is once again taken away from us. Please reconsider the amount of lives that will be impacted due to this expansions.	Nicky Dang
04/28/2022	I would love to write a petition to support the 4th Ave expansion plan, not the 5th Ave plan. Thank you.	Vy Pham
04/28/2022	The CID district mean the world to so many families that worked hard to build their business. And keep their culture with them tearing parts of it down will effect so much of that! And hurt a lot of them economically please consider a different route.	Christy Florez
04/28/2022	In the interest of promoting equity and minimizing impacts to the area's air and water quality, these are the best options for the West Seattle line of ST3: No Avalon Station, with cost savings going toward a long tunnel. Because the other stations will be very close, this station would cause unnecessary displacement, air pollution, noise pollution, expense, and traffic delays. It is also poorly positioned for connections with bus transit. Long-tunnel option extending to 41st Ave SW. This option causes the least displacement, is best for the environment, leads to the fewest traffic disruptions, and preserves the small and large businesses that have made West Seattle what it is. Its design is also in line with other Link light rail lines (Capitol Hill, Roosevelt, etc.). Underground Jefferson Square Station (WSJ-3b). This option leads to the least displacement, pollution, noise, and traffic disruption, while also preserving the character of the Alaska Junction's business district. Elevated Delridge Way Station (DEL-3). This option causes the least displacement and offers good connection to transit services along Delridge Way.	E. Benbow

04/28/2022	Displacing and disturbing many businesses and residents in the international district, like restaurants and tea shops like Oasis, is unacceptable. These businesses are beloved and depend on customers, and the residents nearby deserve to enjoy their neighborhood and should not be pushed out in any way. The proposals to make a station on 5th are not tenable due to these impacts. Larger businesses and industrial land use are more appropriate to displace, because these corporations will be able to recover and handle the disturbance. Do not jeopardize the international district and it's businesses and residents.	Evelyn Matson
04/28/2022	For the expansion of Link Light Rail in Chinatown-International District Station, I support the 4th Ave plan, not the 5th Ave plan.	Sarah Nguyen
04/28/2022	SoundTransit should consider the potentially devastating economic and cultural impacts of the proposed 5th Ave Link to West Seattle station in the CID. The CID has been consistently negatively impacted by the pandemic, a rise in anti-AAPI hate crimes, and years of city projects (from the stadium construction to transit projects). The 4th Ave station option would better preserve existing businesses and the endangered cultural bastion, haven, and resource that is the CID.	Colin Walker
04/28/2022	Chinatown-International District Segment (ES.3.1.2.2.): I am strongly in favor of either of the 4th Avenue alternatives (CID-1b or 1a) with a slight preference for the Deep Station options. It is critical that impact both residents and business owners within the CID be minimal, and the 5th Avenue options will be devastating for the area - traffic/access/parking in the area is already challenging and this will be very detrimental to this historic area. One additional comment is that escalator quality needs to be a priority - the current escalator situation at even our newest stations (I ride light rail weekly) is terrible.	Leslie Piacitelli
04/28/2022	Salutations fine city planners, I work at a company called Dusty Strings at 3450 16th Ave W in Seattle. You may have gotten some other comments from people regarding this business, both coworkers of mine and customers of ours, but I felt the urge to toss my hat into the ring as well to say my piece. I used to live in Tacoma before I moved up to Seattle several years back. You might recall the light rail expansion being passed in the 2016 election; regardless of how you may feel about any other part of that election, positive or negative, I think we can all agree that getting the expansion passed was honestly one of the best things that happened that day. I know that I celebrated. I love the Pacific Northwest. I eat breath shop live local. I'm one of those fools you see strutting around with a knitting project in my bag made from yarn spun and dyed two blocks from my house and a book written from a local author purchased from Third Place Books Ravenna or something like that. I bought a home in this city because I love it so much. I would honestly do a lot to be able to take the light rail to work - which I could if there was a stop right next to it! But, unfortunately, I couldn't if the stop were to obliterate it. You've heard that our building is custom built and designed with our production in mind - that's true. You've heard that we send our instruments around the world - that's true. You've heard that we were hit hard by COVID and that trying to continue production in a safe manner for our community smacked us so bad that we're still trying to recover and having to relocate would be just another kick while we're down - that's true. All of that is true. I can attest to that. But what I can also attest to on a more personal level is that our employees love this city, young and old. I don't want to have to choose between a job that I love and a place that I love, were we to have to relocate out of the city. That's an impossible choice to have to make. For me, as for everyone else who has written in support of Dusty Strings being able to stay a local Seattle business, I urge you to go with proposed route IBB-1b. Thank you for your time!	Julia Shaver

04/28/2022	Please do not go forward with the 4th and 5th Ave light rail stations. These will have detrimental effects on the community which has already faced a disproportionate amount of hate and struggles for protecting its cultural identity, businesses, and daily life. The construction of light rail stations here will exacerbate these and continue to show the communities in the International District they are not cared for or appreciated.	Gracie Sullivan
04/28/2022	Please reconsider your location for Chinatown. My family has business and I grew up there all my life. I hold such a special place in my heart for Chinatown and have so many happy memories. Not just me, but my siblings, my parents, my grandparents, my aunts and uncles, and all my friends. Destroying Chinatown is destroying a part of my identity and my culture. We have so little left of my culture, yet you want to destry even more? On the block where construction takes place is where the Taishan association lives. This is the home of many Asian elderly. The Chinese elderly go there for a piece of their home land and culture. They chat, laugh eat, and play majang. Destroying it would mean destroy a part of the only feeling of home they have here. I am seriously worried the major damage this construction plan will do on our Chinese and Asian community. My family's business will suffer, the elderly will suffer, and everything important to us in the Asian community will fade into memories, one day being forgotten. Please reconsider.	Lesly Dang
04/28/2022	Dear Councilmembers and Sound Transit, I have been an employee at BladeGallery's Epicurean Edge for 7 years. This last fall, we moved from Kirkland, WA to Seattle. A move that was by no means easy, but one that we were very excited and hopeful for the future being in such a historic building. Our new larger storefront we hope to host things such as classes in knifemaking, forging, culinary knife skills, and sharpening, and potentially trade shows were we host knife makers. The new that we are in danger of our new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives in devastating. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Because we have only just moved locations, having to attempt move a second time if the building was claimed would be a devastating, potentially fatal blow to our company. So much has already been invested in this location, the possibility of starting again is impossible. In addition to putting employees out of work, we are one of the last remaining businesses of our kind in the state, and without us much of our customer base will be forced to instead of buying local, they will have to buy online with international competitors. Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to	Caitlin Peterson

	be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980. Thank you for your consideration, Caitlin Peterson	
04/28/2022	The C-ID community has a long history of existing under the threat of displacement, and the recent pandemic has made this all the more apparent the need to prioritize the preservation of this neighborhood. All ST3 options would negatively impact the neighborhood, businesses, and livelihoods of those that call the Chinatown-International District home. While the 4th Ave options would impact the C-ID in less directly harmful ways, the neighborhood will no doubt suffer from the reverberations of closures, detours, and disruptions (ES.3.1.2.2).	Madison Ramey
04/28/2022	Regarding the sound transit options and decisions to build a new station I'm concerned for the detrimental impacts it will have on the community and business's with the 5th Ave option. Out of the two options then, I would push for the 4th Ave option to alleviate the impacts to the community that construction would create with the 5th Ave choice. No matter the option chosen, the communities hurt the most will be pushed out and further gentrify an area that's already been affected again and again. Low income asian elders and families are being impacted endlessly with the circumstances of the pandemic, hate crimes, vandalization, increased rent, lack of protection from gentrification. I urge and call for actions that will protect the current communities there.	Charlie Lavides
04/28/2022	As a public transportation user, I understand the desire to build more light rail station options for our community. However, the current plan to do so involves decimating existing historic blocks, including family-owned businesses and shops who have survived many adversities throughout history. Chinatown International District is meant to be for our minority community members, whom should not be subject to over a decade of disruptive construction that may put their businesses at risk for survival as well. I oppose the 3 options listed for 5th Ave S street. Please consider the risks and consequences this construction would have on our CID community and discuss alternative options for improving public transportation. Thank you.	Katherine Nguyen

04/28/2022	After reading the Draft EIS, I am extremely concerned with the proposed expansion of Link Light Rail's Chinatown-International District Station. I agree with the Wing Luke Museum's open letter to Sound Transit stating that there is a need for exploration of additional refinements before the Final EIS (beyond what typically occurs between Draft and Final EIS) so as to prevent displacement of people, businesses, and community in the CID. The 5th Avenue South alternative is also entirely unacceptable, and I ask that this option be removed entirely, to protect the culture and community of the CID core. Please continue to explore other options that center racial equity and do not destroy communities.	Mark Petterson
04/28/2022	I own and live in a townhouse in the heart of the Alaska Junction. I also own rental property in the Pigeon Point neighborhood near the proposed Delridge stop. I would be an avid user of light rail if well-implemented. I favor the "Medium Tunnel 41st / Andover St Lower Height" option for West Seattle because of cost, station locations, and routing. Cost The only option with lower monetary cost than doing the "Medium Tunnel 41st / Andover St Lower Height" option ($1.6B projected cost) is the "Elevated Fauntleroy" option ($1.5B projected cost). Yet for this 6% difference in dollar cost, we would end up with a station further from the heart of the Junction (just blocks away from the Avalon station) and with 286 more housing units needing to be eliminated to complete the project. The "Medium Tunnel 41st / Andover St Lower Height" option seems to provide the most value. 2. STATION LOCATIONS DELRIDGE STOP: I believe Andover Street Station provides the best location and routing. An Andover station would replacing an aging strip shopping center (whereas Dakota location take out entire blocks of housing). An Andover station location would provide opportunities for an improved commercial center through redevelopment that could potentially enhance the neighborhood. It could be a more compelling spot for shopping, coffee, dining, etc than the sad shopping center that is currently on that corner. It could create a neighborhood hub for Youngstown and Pigeon Point residents while preserving existing housing and history for some of those very same residents. ALASKA JUNCTION STOP: I believe that any tunnel option for the Alaska Junction Station is optimal. It will reduce any visual blight created by an elevated railway and elevated station. It will significantly reduce residential displacements so that more of our community can remain intact It will bring riders closer to the heart of the junction than would be the case with an "Elevated Fauntleroy location" (and reduce the redundancy of the Avalon and Alaska Junction stops by not having them be so close together) It is much cheaper than the Elevated 41st/42nd Avenue option – saving a projected $400M while sparing hundreds of unnecessary residential displacements and tens of business displacements. 3. ROUTING Running the elevated line along the industrial section of Youngstown rather than along the Greenspace on Genesee seems to make so much more sense as a way to mitigate the effect of the elevated line on the visual environment and preserve the character of West Seattle.	David Papanikolas
04/28/2022	I am in agreement with International District community leaders that a link rail section should be built along 4th Avenue rather than 5th. At the rate the link rail is being approved for more funding and more stations, Sound Transit can absolutely fund a location according to what ID leaders propose. Please reach an agreement that helps the community rather than further displaces citizens. Reference: https://southseattleemerald.com/2022/03/17/new-light-rail-threatens-chinatown-historic-district-community-pushes-back/?fbclid=IwAR27ZOzQiFqTCoLJ_5spdDnptQ7YkIy1enVcoloJRulrYZoQslCcfjZYoWk	Mary Adner

04/28/2022	I am writing to urge you to approve the 4th Ave options when expanding the CID station. The 5th Ave options would have harmful and disruptive impacts on Seattle's Chinatown-International District's businesses and residents. Please move forward on 4th!	Caroline Epstein
04/28/2022	To whom it may concern, Please consider moving the Light Rail Chinatown International District station to 4th rather than 5th. We should always try our best to lessen the impact of small and local businesses, especially within marginalized groups. Having the light rail placed on 5th will further divide the C-ID culture, and we must do our best to consider the thoughts and input on those that live and do business here. Kind regards, Tierra Garcia	Tierra Garcia
04/28/2022	I am writing in solidarity with the Wing Luke Museum and other businesses that will be affected by the expansion of the Link Light Rail in the CID. A more thorough study should be done on the effects this will have on the longstanding CID community. The legacy of historically racist policies and past urban planning projects (Kingdome, the I-5 construction), as well as the ongoing pandemic and uptick in hate crimes and anti-Asian American sentiments are felt in CID and expanding the Light Rail will cause more businesses, families and communities in CID to suffer. Please follow the community's asks and needs. Thank you.	Kendall Dunlop-Korsness
04/28/2022	ES 3.1.2.2 and the summary on Table ES 5: I appreciate that there is no preferred route identified for the Chinatown-ID station/route. There are challenges with all the routes. Given the fragile nature of this district, historically attacked and under-represented, I strongly urge you to take a deeper dive to protect this community- both during construction and when operational. The impact as summarized underestimates the historic toll on this segment of our city, including other public works projects such as I-5, the stadiums and the current stations; and other stressors on this community such as the unequal impact of the pandemic. I recognize that you've taken usual steps to pull in community comments, but I suggest you consider this community as a frail treasure that has already been historically attacked and displaced. Given our city and region's stated commitment to equity, you have a responsibility to take a deeper dive with stakeholders from the CID including experts from the Wing Luke Museum.	Diane Schairer
04/28/2022	I am mostly focused on West Seattle as a resident there. I think it makes the most sense to get rid of the Avalon station to reduce disruption and gain funds that could be used to make better Delridge and "Junction" stations. For the Junction station, I don't mind the ones that are further east (closer to where the Avalon station would have been) to help give those residents closer access to the light rail line (either elevated option). Of the tunnel options, I like the WSJ-3a alternative best. If funding is possible, I do prefer a tunnel.	Steve Mohundro
04/28/2022	Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).	Jon Struck
04/28/2022	Please give maximum consideration to the tunnel solutions for the West Seattle Junction. This project will be a permanent imprint on the neighborhood. No one will care in 100 yrs if the project saved some money and time by going with the cheapest solution. The tunnel solution will clearly have the lowest negative impact to noise, congestion, character of the neighborhood, historical businesses, and least immediate removal of badly needed residential housing (the cost of which to purchase for imminent domain goes up by the day).	Melanie Struck

04/28/2022	The CID is a critical part of Seattle culture and heritage. Please respect that by mitigating damage to the area and rather preserving it.	Sandra Seaman
04/28/2022	Making the sound transit on 5th Ave will cause a greater impact on the CID community; displacing 18 businesses and leaving hundreds without a job. Please opt for the 4th Ave route.	Vicky Mai
04/28/2022	Please reconsider your location for Chinatown. My family has business and I grew up there all my life. I hold such a special place in my heart for Chinatown and have so many happy memories. Not just me, but my siblings, my parents, my grandparents, my aunts and uncles, and all my friends. Destroying Chinatown is destroying a part of my identity and my culture. We have so little left of my culture, yet you want to destroy even more? On the block where construction takes place is where the Taishan and Kaiping association lives. This is the home of many Asian elderly. The elderly go there for a piece of their home land and culture. They chat, laugh, eat, and play majang. Destroying it would mean destroy a part of the only feeling of home they have here. I am seriously worried the major damage this construction plan will do on our Chinese and Asian community. My family's business will suffer, the elderly will suffer, and everything important to us in the Asian community will fade into memories, one day being forgotten. Please reconsider.	Lesly Dang
04/28/2022	I would like to advocate for the Del-5 or Del-6 route for the West Seattle light rail route. The others would demolish some beloved businesses and I would hate to see that happen.	Olivia Heath
04/28/2022	Please do not run the light rail ok 5th Ave S in the China-International District. This will displace businesses who have already been gutted by the duel crises of racism and the pandemic. Putting the light rail on 4th Ave S will not impact these businesses - please listen to the community and choose this option to preserve history and a community that has done so much for us.	Emily Meltzer
04/28/2022	Sad to see that Seattle, like Portland & Vancouver BC, is going to whitewash the CID & displace the historically socio-economically underprivileged residents of this area. We must find another location for some of these routes. Part of the terrible homelessness we see in Seattle stems from the total disregard for this type of displacement in the Belltown area in the heyday of 90's gentrification. Where will the people go? We deserve to know before they have their businesses & homes destroyed along with the history of Asian immigration & contributions in the PNW.	Regina Bock
04/28/2022	The only viable alternative for the west Seattle community is one where a bored tunnel is used from WS golf course to the Junction. Cut and cover tunnels and elevated trackway construction would impose an unbearable impact on a fragile community that has greatly suffered from the effects of the bridge closure and covid. Recent visits to the heart of the junction show many businesses that hung on for over a year have given up. I worry there are more to follow. The current economic and ridership baseline is not likely current. The community is not as robust and resilient as when the alternatives analysis was begun. The impacts are very likely underestimates and some preferred alternatives could be untennable if reevaluated with the current socio-economic, inflation, and ridership baselines. With the permanent shift to hybrid and remote work the need for hub and spoke transit has been reduced, potentially to a point where delaying light rail for 10-20 years + expanding C and D lines + elevated gondola would be more cost effective, timely, and positively impactful. The line to Ballard can be accellerated and new high bridge project can then be expanded to accommodate build out and growth when these mass transit systems reach capacity and the light rail demand as originally envisaged materializes, the community rebounds from several years of stability, and economics are better. While I voted for ST3 that was based on data presented at the time - costs, timelines, alternatives and ridership estimates are far off from that now. Traffic should be less going forward, thus the status quo is becoming more attractive if implementation of the preferred alternative would tear up the junction for 5 or 10 years.	Zachary Corum

04/28/2022	Re: ES.3.1.2.2. Chinatown-International District Segment, pages ES-25 through ES-29: I am writing to advocate for choosing one of the 4th Avenue alternatives for the C-ID lightrail station linking West Seattle to Ballard (4th Avenue Alternatives CID-1a and 1b). All of the options will impact the C-ID district. However, while the 4th avenue alternatives will impact traffic and transportation in Seattle during the construction timeframe, I am much more worried about the long term impact to businesses that would occur with the 5th Avenue alternatives. Chinatown-ID is a neighborhood that is near and dear to me. It is one of the areas I spend the most time in - I do my grocery shopping here, and I frequent the restaurants and shops, hang out in the parks and gardens. In addition to the permanent impact on displaced businesses and employees, the 5th avenue alternatives would result in partial and full street closures directly within the C-ID neighborhood during construction, eliminate a lot of street parking, and generate even more noise and construction disruption directly within the neighborhood that would impact residents, businesses, and visitors. This would be a huge negative economic impact that spans years. I also worry about permanent noise and vibration impacts due to the passing of the lightrail directly through the neighborhood, which includes parks and open spaces like Hing Hay Park, an area where I often sit to eat lunch on the weekends.	Jeanette Liao
04/28/2022	Hello, The 4th Ave alternatives certainly seem like the lesser of the two evils since it displaces fewer people/businesses for a shorter period of time and less permanently than the 5th Ave alternatives, but why are these the only options? Why are we suggesting such major and harmful changes to a community already struggling with increased anti-Asian hate, the pandemic, being divided by I-5, and the higher levels of air and noise pollution in this district? Will this project help alleviate any of those problems long term? I understand NIMBY politics are difficult, but are there not other areas where this station could be placed?	Kayla Luft
04/28/2022	If the skatepark at Delridge is impacted by the rail line or if other recreational amenities are impacted and mitigation is necessary, consider adding a solar (PV) shade structure over the skatepark to expand the usability of the park throughout the year. Leaf fall at that park is hazardous, rainy days are frequent.	Zachary Corum
04/28/2022	I am writing because I am someone who is connected to the fiber of your community by the music that I play, which is part of my community way over in Florida. The family business of Dusty Strings has evolved in Seattle as part of their community. That two way trust of ownership and community is why Dusty Strings builds and sends out wood community to the far side of the United States. Please don't build through the manufacturing building at 3450 16th Ave W, Seattle, WA 98119. Be aware if you do, the disruption from that will ripple all the way over here. An option to spare Dusty would be the elevated 14th Avenue from Prospect/ 15th a way to have a rail and Dusty! Please choose the IBB-1b. I love your city and your magical state.	Val Hyde
04/28/2022	Building the new train station in Chinatown on 5th Ave would be extremely detrimental to the neighborhood. Many beloved, small businesses would be displaced, therefore, leaving many people without income. Residents in the neighborhood will experience poor living conditions due to construction, along with the endless construction that has already been endured for years on end. The International District has already suffered majorly as a result of this. Please do not strip the CID of what little is left of its cultural identity, made up by residents and businesses.	Cayden Harmon

04/28/2022	The Link extension for the CID should be constructed on 4th Avenue rather than 5th. While it appears that the construction period may be somewhat more disruptive to traffic, placing the extension on 5th Ave would displace valuable CID businesses and services which are vital to the community, particularly after the challenges and losses that the neighborhood has suffered through Covid. The 4th Ave station would provide better and more efficient long term infrastructure for Seattle public transit and is the most beneficial option.	Mia Stephenson
04/28/2022	I believe that Chinatown/ID light rail stop needs to prioritize rider access and transfers. If the best/only way to accomplish that is a shallow cut & cover tunnel, then the most impactful/creative mitigation measures for the neighborhood need to be employed. This station is a multi-generational investment opportunity that shouldn't be marginalized by short-term impacts.	Dan Cantrell
04/28/2022	I am in support of either of the 4th Ave S alternatives (CID-1a or CID-1b) for the Chinatown International District segment. CID-2a and CID-2b would displace the most businesses. Many of those business owners were already greatly impacted by the COVID-19 pandemic, and displacement would inevitably harm many more CID places.	Sam Hollister
04/28/2022	One business (Dusty Strings Musical Instrument Fabrication Shop) 3450 16th Ave W, Suite 200, Seattle, WA 98119 (206) 634-1656 handcrafted@dustystrings.com Has been a unique mainstay of the arts community locally, nationally, and internationally. Present plance call for demolition of this unique resource? Any alternatives?	Catherine Britell
04/28/2022	I support the 4th st options, 5th st would displace too many existing businesses	Becky Cowan
04/28/2022	With how negatively the international district was hit by Covid, the community at large should be protected instead of further damaged. My family loves going to the international district to enjoy the lovely businesses in the area, but Covid has already taken down many of those businesses. We would hate to see even more businesses shutting down because of the disruptive construction. Please consider the well being of our community!	Junhee Lee
04/28/2022	BALLARD FOOD BANK....doing good in the area with a lot of support from the communitY...OUT OF BUSINESS FOR 3 YEARS WITH THIS PLAN????	Catherine Britell

04/28/2022	My name is Elizabeth Wong and I have lived in Seattle my whole life. I am writing in today to strongly oppose the construction of all the light rail additions on 5th avenue and advocate for the least damaging alternative on 4th avenue instead. Why must Sound Transit decide to build out the station in China town International District instead of considering other locations that are not residential? What financial assistance are they planning to offer displaced families and businesses? Why do they insist on displacing an Asian community that has suffered from racist red-lining policies and has been already forced to move multiple times in Seattles History in gentrifying land grabs? CID is mostly residential with mom and pop stores, and has a large population of eldery individuals, many who do not speak english. At greatest 11 years of disruption to their neighborhood and destruction of multiple family run businesses would be extremely difficult for all of us but especially the most vulnerable members of the community. It would destroy an irreplaceable part of Seattle's history and culture as well as many people's fond and emotional memories. In addition it would be extremely harmful for the livelihoods of the families that live and work there. The increased rerouting of traffic and construction presence would damage businesses profits and everyone's quality of life, making it even harder for the Asian community who has already suffered many losses due to Covid based anti-asian racism and discrimination. Construction in the middle of the CID would also increase noise pollution and lower air quality with an overall negative environmental impact. There is already very poor air quality in the area due to its closeness to I-5. Putting the station through 5th ave would put it right next to many historic Chinatown structures like the Gate and Hing Hay Park and ruin the scenery and the wonderful atmosphere of the park space which is used for community gathering and spending time with friends. Our neighborhood loves and uses as much public transit as possible, but not at the cost of community, livelihoods, and forcing the residents of the neighborhood to live in a construction zone for the next decade. Please reconsider this construction project and the extremely harmful impact it will inflict on our community-- no train station on any of the 5th avenue S options. Protect as many of our homes and businesses as possible.	Elizabeth Wong
04/28/2022	I'm a Magnolia resident and look forward to finally having light rail service to my area. I hope you will maintain all possible stations for Smith Cove and Interbay. Connection to bus routes on 15th is essential, as is easy access to the neigborhoods. -It is my understanding that the route into Ballard was selected before the higher bridge option was mandadted by the Coast Guard. Please re-open your study of a 20th Ave. NW route as an alternative cross-canal options that would more easily serve urban centers. Furthermore, if the route is on 14th Ave. NW, I don't want to have to cross 15th Ave. NW, which would be too dangerous. If the route is on 14th Ave. NW, please provide a tunnel to 15th. -In general, keep all stations shallow. I would like to see specifically why deeper tunnels are being recommended at some stations, specifically 4th Ave. Keep these stations user-friendly! -Provide options for future expansion in this plan. What we do now will impact greatly what we do in the future. Plan ahead! -Please do further study on South Lake Union Station (Central), possibly going under Westlake. I don't want to see stations on the edges of urban centers, they must be in the heart of urban centers. -I hope to see level cross-platform transfers. -Please avoid demolition of the USPS in SODO. This is too expensive and can be avoided. Thank You	Camille Parker
04/28/2022	Please don’t build a station through International District. The businesses impacted are critical to our community and culture. Their livelihoods are important and should not be impacted by this project that is supposed to help the community.	Hannah Mei

04/28/2022	Dear Seattle City council, I hope you would consider moving the new light rail from 5th street to 4th street. This would help alleviate business activities stress on the already struggling post pandemic International District. As a responsible Asian-American citizen, please help preserve the historic districts of the small part of the only thing left within the Asian Community (Chinatown, Japantown, Little Saigon, etc..) As we know, historically Chinatown has been relocated 3 times due to racism and segregation, we hope that a light Rail would not permanently displace the people living in the already crowded Seattle area. Please reconsider some of these displeasure cry for help that only so many of the Seattleites could vocalize as many of them do not have the energy, knowledge, and privilege to to take action. I plead for past, present, and future generations for you to make this sound decisions.	Natalie Chan
04/28/2022	In the International District, please opt for the 4th avenue option, rather than cutting through an important and delicious set of restaurants and businesses on 5th.	Sarah Rappaport
04/28/2022	AVOID disrupting the international district's historic businesses by pursuing the 4th ave alternative. The traffic it would cause is much more bearable than the unrecoverable displacement of well loved businesses in the community, in a neighborhood that is already victim to gentrification.	Beatrice Denton
04/28/2022	While I support the increased access of public transportation, especially for the ease of access for those that work and the potential business it will bring to the C-ID, I implore you to choose the 4th Ave option to have the smallest impact on the neighborhood. As someone who grew up nearby and frequents the businesses, I have seen the suffering caused by the pandemic and increase in property and hate crime. Some of these businesses would not survive the disruptions to benefit from the project if a 5th Ave option is chosen. The people of the C-ID do not need the extra burden construction will cause. Choosing a 4th Ave option will clearly have the least detrimental impact on the neighborhood.	Tiffeny Zeng

04/28/2022	We need to take extra care with this project, because doing it wrong will hurt vulnerable communities. Thank you for taking the time to hear what I have to say. I love this part of Seattle; Itsumono, Hood Famous, HK Bistro, all the amazing Dim Sum restaurants, bubble tea places, and beautiful architecture. Despite it's tiny greenspace, the neighborhood is alive. It's rooted in heritage. It's growing. I am worried about the wrong kind of development hurting the beloved CID Community. It needs our protection and careful planning as the rest of Seattle city keeps expanding and investing in important infrastructure. We can't let this neighborhood be squashed under a larger vision of 'progress' for Seattle; the CID is a source of strength and pride for Seattle. We should treat it as such. I live in Central District but commute to CID often. When friends come to visit, I take them to CID. It has the best food, the best nightlife, and a joyous spirit of resilience that comes through in its street murals, museum, and summertime parties at Hing Hay park. Here's my suggestion: To preserve and improve the CID, I believe CID-1a and 1b are the best options. They could make the existing Union Station even better--the station itself is gorgeous and the entrances are intuitive and easy to use. With this option we would be able to build on this existing infrastructure, rather than rip up a whole new space. The 4th Avenue station alternative has the cool bonus of being another station (one of only two!) where passengers can transfer between all three light rail lines that serve downtown. That would be super convenient for commuters like me, people traveling to and from SeaTac, and people just trying to get around the area without a car. Also: did I read that the CID-1a and CID-1b would include a partial return of Union Station to its retail/food/beverage/community-oriented design? That would be amazing. Imagine some Seattle-born independent coffee shop (like Hood Famous) or a to-go dumpling spot (like Xiao Chi Jie), or Seattle-made artisan products (like Tuesday Store hand-painted kimonos) all displaying CID's culture and pride in the Union Station space. Think of how cool it would be for locals and tourists alike to boast Union Station as a vital cultural hub, an extension of the neighborhood and an invitation to explore more above ground, rather than a big empty space we drive past but rarely visit. Thank you so much for your time and please feel free to reach out if you have additional questions about how make this expansion uplift our beloved CID community.	Katrina England
04/28/2022	Please extend the comment period to 90 days for the West Seattle and Ballard Link Extensions (WSBLE) Draft Environmental Impact Statement (DEIS). I am deeply concerned about Sound Transit's proposed alternatives for Chinatown-International District, as each proposed alternative will have dramatic impacts on traffic and safety in the neighborhood and will result in the displacement of small businesses and, in at least one scenario, residents. Many residents, small business owners, and non-profits in the neighborhood have heard nothing about how this project and each of the proposed alternatives may impact their lives and livelihoods and what, if any, mitigation will be provided. All voices and perspectives be heard on a project that proposes to cut through the heart of the CID neighborhood, and I ask that Sound Transit grant this 90-day extension request to ensure a more informed and equitable process. In addition, more analysis is needed around cumulative impacts, historical and archeological resources, neighborhood cohesion and social resources, and construction impacts. Current DEIS analysis is insufficient and more study is needed - by external consultants that work in partnership with CID community groups and stakeholders. Thank you for your consideration, Cynthia	Cynthia Brothers
04/28/2022	I think we should do what community leaders are asking for and implement the fourth avenue plan for the Chinatown-ID expansion.	Jeremy Tarpey

04/28/2022	Please build the train station and 4th instead of 5th - so many small businesses would be detrimentally impacted if you choose 5th. I approve what you do and we definitely need more public transit, but fourth is far and away the better option. CID suffered so much with the pandemic, they don't deserve to be pushed down even more.	Kaylan Godfrey
04/28/2022	I'm a Seattle resident extremely concerned about development that leads to displacement of Asian Americans and destruction of culture in the C-ID. Extremely concerned. The current draft EIS does not adequately consider how changes to the C-ID light rail station will threaten neighborhood cohesion and exacerbate the impacts of the pandemic and anti-Asian violence. Reading it makes me wonder whether any meaningful two-way dialogue with the Asian American community happened during development of the EIS. Our city needs to do better. I've read Wing Luke Museum's statement submitted to this public comment process and second all their concerns and recommendations.	Adrienne Sutton
04/28/2022	Regarding the Chinatown-International District Plan, I do not support going forth with the current proposed plan. The life expectancy for Chinatown residents is already lower than the average Seattle resident due to poor air quality from Interstate 5 traffic congestion(pscleanair.gov, epa.gov). There are multiple reports of this publicly available online. Additionally, the residents of the Chinatown district are primarily elders and working class. Going forth with the current plan will both leave the Chinatown district inhospitable for many years for residents, as well as endanger their health and well-being. Also, the possibility of closing 19 businesses in the district is unacceptable without any sort of alternative offering to help support these businesses in return. I hope you reconsider your plans to keep a historically significant neighborhood and its residents safe and healthy.	Serena Narisawa
04/28/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Jessica McCaffrey

04/28/2022	To Whom It May Concern I am writing to advocate for choosing one of the 4th Avenuealternatives for the C-ID lightrail station linking West Seattle to Ballard(4th Avenue Alternatives CID-1a and 1b). All of the options will impact the C-ID district deeply. However, while the 4thavenue alternatives will impact traffic and transportation in Seattle duringthe construction timeframe, I am much more worried about the long-term impactto businesses that would occur with the 5th Avenue alternatives. Chinatown-ID is a neighborhood that is close to my heart since moving to Seattle.C-ID is the community I spend the most time outside of my home community. I visit grocery shops every weekend and frequently visit the restaurants and shops. Sincemoving I have seen the amount of people dwindling from a variety of factorslike COVID, safety, homelessness, violence, etc. I fear that the 5thave options will only make this worse. There is no doubt that the 5th av optionswill displace businesses, employees and customers as it would require multiplestreet closures and eliminate the already few parking options. The sound fromthe construction would be torture to the residents and further prevent people fromwanting to visit. This would be a huge negative economic impact that spansyears. I also worry about permanent noise and vibration impacts due to thepassing of the light rail directly through the neighborhood. Thank you for your time and consideration. Best, Dustin	Dustin Lee
04/28/2022	Moving forward with the 5th ave options of the new station would be detrimental to the small businesses in those areas. The area has already been affected by not only COVID but also hate crimes, it would be awful for their stores to have to be impacted by years and years of construction after having to suffer through and come out of those issues. The 4th ave options seem more reasonable and affect fewer businesses. Specifically, the 4th ave shallow option seems best.	Sana Suse

04/28/2022	We are local residents of West Seattle, living near California Avenue SW in Seaview. Two items are very important to us: The light rail alignment should end on 42nd near California. If the station isn't built there, it will be largely inaccessible / too far of a walk for most of us living on California Ave SW, and especially for those living west of it. California is the most dense part of West Seattle, so it makes sense to align light rail with it. It's also the bus arterial for many folks living near and south of Morgan Junction (+ the ferry). If the light rail is built next to California, buses can drive from Arbor Heights & the ferry directly to the station, staying only on California--making it easier & more convenient for many more residents to access the line. The Junction is also the most important economic engine of West Seattle, and offers the most business / dining / etc. options. It makes the most sense by far to have the light rail exit there, it's better for business Finally, by aligning on 42nd, we open the path to building a station in the center of Morgan Junction, which is WS Junction's little brother and is a solid place for expansion given recent upzoning. The light rail should live underground. An above ground light rail alignment would cost the same amount, be extremely disruptive, and would cut through our community, destroying many homes and businesses in the process. It would be loud and lower the quality of life of residents as it cuts directly through residential neighborhoods (no other light rail like cuts through residential areas like this would--it would be elevated and cause noise for a large area. Other light rail is at-grade with sound walls or is underground.). It makes no sense for the light rail to be elevated, there are so many cons, and the only "pro" (it'a cheaper) isn't even a factor anymore given elevated land acquisition costs. These opinions are reflected by neighbors and other house members. Thank you!	Kory Watson
04/28/2022	Building this station in the middle of the CID, specifically on 4th or 5th Ave, will displace residents, destroy businesses, upend day to day life, and force people to lose their jobs. This is incredibly harmful to the community. Community members in the CID have had to endure years of construction and changes to their community infrastructure due to gentrification and capitalism as Seattle continues to push out people who have lived here for generations, specifically Black people and People of Color, and more specifically in the CID, Native Hawaiians, Pacific Islanders, and Asian folks. CID residents, business owners, and workers must be spoken to directly regarding this construction. The plan as it currently stands will upend CID resident's lives for 16 years or more and physically destroy so many beautiful community hubs and businesses. I strongly encourage you to reconsider and reevaluate this plan for the station and reflect on how this will impact community members of the CID and how these construction projects directly harm Asian communities and other communities of Color.	Lilli Donahoe
04/28/2022	please do a more in depth EIS report/ analysis.	mary chiu
04/28/2022	I support the building of the International District station at 4th Avenue. As a progressive city investing in a public transit system, our considerations need to encompass how its placement impacts the communities who live and contribute to the neighborhoods vital to Seattle's culture and economy. Building on 5th Ave would severely undercut the economy and prosperity of the International District/Chinatown neighborhood. A future of better transit will allow us to be a greener and more accessible city and will provide so much good - to create that legacy, we must ensure that we do our best to keep neighborhoods intact and thriving so we benefit the current residents. To do otherwise would taint the legacy of a promising new transit system.	Sydney White

04/28/2022	I work with a youth-serving nonprofit located in the CID and I am very worried about how disruptive the 5th Ave plan will be to the high school students ability to safely get to and from programs (as well as the staff). All rely on public transportation to get to/from the CID. Additionally, the CID has already felt the economic and social impacts of the pandemic with businesses closing and increased hate crimes. This community has lost so much. The city needs to pick a route that minimizes lost jobs, closed businesses, and forever changes the fabric of the CID. The smart option for the community is 4th Ave. Fifth Ave routes shouldn't even be on the table for consideration give the long term disputing nature that will have irreversible economic and social harms.	Kirsten Rogers
04/28/2022	I recommend an alternative WSJ-1 should not advance due to noise vibration, shadowing and cost. Please go with the tunnel alternatives with a further study to mitigate long term road closure and the impact on traffic. Thank you, Stephanie	stephanie boender
04/28/2022	Hello, I do not agree with the plans for CID-2b. I feel that though the plan mentions using cut and cover methods as to reduce the surface disturbance this plan will still negatively impact the CID a great deal. I feel as though the businesses in this area will be impacted in such a way that they will not recover. In doing so this would change the CID as we know it. The CID is such an integral part of the Seattle area and to distort it in this way would have a rippling negative effect in our communities. Thank you for your time. Sincerely, Cierra Ogata	Cierra Ogata
04/28/2022	As someone who lives in Yesler Terrace and is a member of the AAPI community, I really urge Sound Transit to NOT BUILD A STATION on 5th Ave in Chinatown/International District. Many beloved businesses would be impacted such as Best Tea, Oasis, Ping's Dumpling House, Musashi's and more. That area is such a vital part of the Asian American community here in Seattle. The 4th Avenue option, while still disruptive, is a much better option.	Angel Brodin
04/28/2022	It seems most of these options are not great. They greatly would impact locally run business. But of all, the 4th avenue option would be preferable.	Ariel Alexander
04/28/2022	Hello Sound Transit, I'm writing in regards to the CID expansion options in the DEIS as someone who lives and works in the CID neighborhood. I ask that you reconsider all of your Chinatown-International District Alternatives as the neighborhood is still experiencing the negative impacts of the construction of I-5. I don't think that enough consultation of current residents occurred in proposing the CID alternatives, and I believe that the neighborhood is better off without any construction in the CID. Because this neighborhood exists due to racial covenants, forcing communities of color into certain areas, there should be a precedent to preserve and improve the livability and residential aspects of the area. The expansion of the light rail station will have negative impacts on the residents during and after construction. Please do not prioritize making this neighborhood a transit hub more so than a place for community to thrive. If one of the current alternatives is necessary, any option on 4th avenue is better than 5th, but I still insist that other options outside of the CID are considered. Thank you, Blake Nakatsu	Blake Nakatsu
04/28/2022	Building on 4th rather than 5th creates less disruptions to the community	Lillian Nguyen

04/28/2022	I'm mostly concerned about the alternatives for the Chinatown station. I used to work at 5th avenue and S. King street in what is now a hotel. I used to walk form my home on Beacon Hill to work. I walked through the Chinatown neighborhood and consider 5th Avenue to be an integral part of the historic Chinatown district. Disrupting this part of the neighborhood would not be good for the community and the city. Please keep the tunnel at 4th avenue where it is better suited. There is so much more space there that would not hinder the businesses and pedestrian walkways. You specify 4th avenue would displace residents in some way but I do not see where on your map. Perhaps there can be clarification on this.	Jessica Griffith
04/28/2022	Hello, I lived at the Alaska Junction from 2015-2020 and currently live in Highland Park. We have many friends and neighbors who still live in the Junction and we visit there weekly. The general concern is that WSJ-1 and WSJ-2 place an extra burden on the residents and businesses of that area so that the general community can pay a lower price for the benefit of a light rail. At a time when housing is strained and business are trying to recover post pandemic, these alternatives will contribute to housing shortages and business disruption for almost a decade. The light rail is an effective option at combating traffic, mobility and emissions. But we can accomplish those goals while minimizing the impact on the individuals sacrificing for the benefit of the community. If the community wants this, we should be willing to share the burden of additional costs in order to minimize the impact of displacement and business disruption.	Braden Hardisty
04/28/2022	I am lifelong Seattle resident and current West Seattle resident, mother, architect. My comments are limited to the Alaska Junction station and station area. l am mainly commenting that there should be NO ELEVATED Alaska Junction station options. I'm 110% behind mass transit and the light rail cannot get here fast enough BUT we cannot have a hulking concrete platform in the Junction. ES.3.1.1.4. ES-19 The Elevated WSJ-1 Alternative and the similar WSJ-2 Alternative would HORRIBLE for the neighborhood, especially as it grows. The city is encouraging density here and these alternatives would not enhance anything in the neighborhood. The current ST elevated stations are grossly overbuilt and unfriendly scale that will be detrimental to their surrounding contexts. Walk through the neighborhood at the Roosevelt station and imagine an elevated line and stations there. It's not a pretty thought experiment, the neighborhood would suffer as opposed to being enhanced by the current underground station. Also, there are mixed-use housing developments that would be destroyed in order to make these stations work. These buildings are brand new to roughly a decade old. This just seems crazy and the opposite of what Seattle and our neighborhood needs. ES.3.1.1.4. ES-20 The WSJ-3b Alternative, makes so much more sense with a station that redevelops the aging Jefferson Square complex. It is my preferred alternative. The location one block from the heart of West Seattle, entrances on either side of Alaska, and integration with existing mid-block connections is a slam dunk. This station would IMPROVE the neighborhood and not detract from it, same as in Roosevelt. WSJ-4 is a lower-impact use of the BoA surface parking lot and perhaps offers a more balanced access for all the housing being built to the east of Fauntleroy. I truly do wonder about ridership numbers and usefulness of the Avalon station. If it were eliminated, costs would go down and the tunnel version in the Junction would be less costly. Perhaps this station would be a better midpoint for the riders between Fauntleroy and Avalon. Finally, please COORDINATE with the Alki Lumber property development projects! And any other planned, large developments in West Seattle. Please don’t let more developments be removed for lack of coordination. Thank you.	Lori Kirsis

04/28/2022	It would be great to have minimal business impact/relocation as a result of the Chinatown ID station. Therefore the 4th Ave options would be the way to go. I would say shallow would be more cost effective, elevator only stations are not ideal. My other station thought is concerning the west seattle extension which I think should be prioritized to move along as fast as possible, I am assuming that would mean cost effective? Is elevated faster than digging a tunnel? Another note is that I am not concerned with the losing portions of the golf course and I think provided access to a social service provider is important. I hope this construction will begin to consider extensions that continue to go further south in west Seattle.. thank you.	Trevor Goosen
04/28/2022	Dusty Strings manufacturing is part of a heritage local business that is respected worldwide. I own three harps made by this amazing local unique business. They employ local work people who have specialized skills. And the workshop also makes repairs in addition to creating harps that are shipped and loved by people worldwide. This business is a treasure.	Lesly Kaplan
04/28/2022	I support the 4th Ave Shallow option, but I believe that more should be done to engage with the historic CID community to take this option from being the "least harmful" for the CID to "most helpful" for the CID. I believe that providing more public transportation to and from the CID will be overall beneficial, but the impact to the community and businesses from the construction of this new station could be detrimental. As you well know, there is a long history of transportation expansion being used to bisect and harm BIPOC communities and benefit white communities. As a resident of Seattle and a frequent patron of CID businesses, I hope Sound Transit can adjust the plans for construction to have a low impact on businesses in the short and long term. It's your job to make sure the CID remains alive and thriving through expanded access to public transportation, don't let this community down.	Pari Gabriel
04/28/2022	4th deep or 4th shallow are the options that I would choose to minimize the business in Chinatown.	Sharlene Wong
04/28/2022	Please move forward on selecting the 4th Ave S option for the West Seattle Ballard Link Extension into Chinatown International District. As a member of the Asian Pacific Islander community in Seattle, the CID is a treasured place for me to gather with people like me, honor my heritage, and engage in cultural education. It is imperative that we preserve the integrity of this neighborhood—which is a true gem in Seattle that adds to the vibrancy of this city—and do everything we can to cause the least disruption to a community who would be especially impacted. The 5th Ave S options will close or displace up to 19 local businesses. The construction in this area will seriously impact the entire neighborhood. The 4th Ave S option will cause road closures and displace only 5-8 businesses. I believe the 4th Ave shallow station will cause the least amount of harm to our historic buildings and community. I hope that the voices of the CID community and small businesses will be prioritized in decision making. Move forward on 4th.	Kara Eagens
04/28/2022	Please build on 4th Avenue. The 5th ave option is far more detrimental to the people living in this district. As a citizen of king county I urge you to please choose 4th ave	Tessa Klotz

04/28/2022	As a concerned citizen, a member of the local Asian-American community, and a student studying the cultural impacts what marginalized communities experience, I write out of concern for the proposal to expand the LINK station in the Chinatown-International District. While the expansion of public transit is vital for many including myself, this neighborhood has felt the historic and continuing impacts of poor infrastructure decisions, like the construction of the I-5 freeway straight through its heart. While it remains a vibrant and joyous community, it has evidently and irreparably felt the negative effects of this decision, evidenced by the increase of homelessness and overall visible neglect from the city. This is the result of displacement, whether it be of businesses or individuals, and instability, including social, financial, and personal instability. The Chinatown-International District has also bared the brunt of racist policies in Seattle, one of these being the construction of the I-5 freeway. This infrastructural decision would simply never be enacted in neighborhoods like Fremont or Ballard– predominantly white, upper middle class neighborhoods that host much of Seattle's hipster aesthetic. Thus, the CID, still predominantly people of color who have been particularly affected by the pandemic (in terms of public health and racism), is left picking up the pieces of external destabilization from the city made worse by a lack of social services afforded to them. For these reasons, I strongly, deeply oppose the expansion of the LINK station in the Chinatown-International District.	Samantha Hiura
04/28/2022	I am commenting in favor of the 4th Ave station in the CID.	Abby Wolfe
04/28/2022	Our community highly values our small businesses. The plan to build on 5th Avenue will displace a huge number of minority-owned small businesses that we hold close to our heart. If Sound Transit truly values diversity, please consider building on 4th Avenue so we can continue to preserve this historical part of the city	Belle Ampoan
04/28/2022	I would urge the Sound Transit Board of Directors to more carefully study and consider the potential impacts to the Chinatown-International District before moving forward with plans for expansion of the C-ID Link Light Rail station. This culturally rich community is vital to the history and diversity of the city and has been greatly impacted by previous infrastructure projects. Impacts from construction and demolition will make it exceedingly difficult for residents and businesses in the area to survive. Please consider these impacts carefully before moving forward.	Peter Reiquam
04/28/2022	The Ballard and West Seattle light rail extensions should not come at the cost of the Chinatown/International District. This neighborhood was already adversely impacted by Seattle's decision to cut it in half with the I-5 freeway, it doesn't need to be further torn apart.	Colleen Frakes

04/28/2022	I am deeply disheartened by the mere thought of any area within the Chinatown International District being proposed as an option for the site of a new transit transfer station. The CID has remained a resilient and extremely vital component for the entire city spanning over a century. Community is the people who make it up, shown by the fact that even though our CID has been physically relocated over the course of Seattle's development, we have stayed intact. Continuing to be present as a neighborhood with pride and significance. Whether or not the historical importance of the CID matters to the committee, I implore you take our cries seriously. And whether or not the implications of another mass transit project systemically tearing down our home resonates with you personally... It might behoove you to listen; for the voices screaming to be heard out of desperation are generally the most motivated. Maybe it is unclear to those who have spent little time here. Or maybe for those who have, you have forgotten who raised you. Either way, if nothing of the social, allegorical, or testimonial evidence gets through to you. Simply review your numbers. But rather than just viewing these as statistical sacrifices for the future of Link Light Rail. Might I be so bold as to suggest placing names to each numerical stat line granted onto a person, business, or building. And if you cannot do such a thing, then you really should listen more closely to the pleads pouring into your forum that are generally disregarded. For those numbers that hold higher value in your decision making process are nothing more than those same outraged voices ignored. Numbers that should really be used to remind you of the screams you devalue. On the low estimate of 120 employed individuals losing work, to the "high" of 230. I am curious what the longterm ramifications are for those numbers. For it is publicly accessible knowledge that 29.7% of the CID's population lives below the poverty line. In comparison to the city's 14%. Is it not safe to draw conclusions regarding the issue that five different proposal sites were created in a space where the construction would disproportionately negatively impact communities of color? Because the CID is home to over 71% BIPOC residents compared the city's average of 33%. The median HOUSEHOLD income for the CID is just above $33k, while the rest of Seattle has a household income over over $65k. And yet we are asking for a disgustingly conservative estimate of 120 residents to somehow relocate into far more expensive parts of Seattle? Knowing the racial, socio economic, and cultural context regarding this proposal, I question how something like this is even up for discussion? But in addition to understanding the literal destruction and demise this would grant so many already underrepresented and protected residents. This is a deplorable and depressing indication of what is prioritized and protected in Seattle. And a rude reminder of who is valued over others. Statistics provided in my comment may be found here, http://www.seattle.gov/documents/Departments/Neighborhoods/Districts/Neighborhood%20Snapshots/Chinatown-ID-Little-Saigon-Snapshot.pdf And here, https://www.soundtransit.org/sites/default/files/documents/6-wsble-drafteis-chapter6-alternativesevaluation-202201.pdf -Child of the CID.	Tamar Manuel
04/28/2022	The construction on 5th ave will be detrimental to the history of our Chinatown and it will have an impact on current business owners in the area that will be difficult to bounce back from. Please prioritize the preservation of this culturally rich area by choosing another less intrusive option. 4th Avenue instead	Rebecca Delima
04/28/2022	Hello, I'm writing to ask that you move forward on 4th avenue through the CID. It is critically important to preserve the businesses and thoroughfare on 5th, a community that has already survived much disruption and deserves as much support as possible. Running the new rail lines down 5th would cause far too great an impact and must be avoided. Thank you for your time.	Rachel Edelman

04/28/2022	I moved to Seattle not long ago and used to go to the Chinatown-International District (CID) every weekend. I fell in love with the culture and the offerings available there. Because of that I have made the CID my home for the past 6 months. I see many families and elders in the neighborhood, hanging out, walking in the green spaces etc. The construction, pollution, traffic diversions that will be caused by this will greatly affect the community. Businesses are slowly recovering from the Anti-Asian hate sentiments and covid related loss of business and closures, this project will be another major blow to the community and it might not recover. Sound Transit should reconsider other options for the link expansion that doesn't include destroying culture, businesses and increasing health issues to an already vulnerable population. I oppose this project in the CID.	Yinnie Ng
04/28/2022	Although the WSBLE project is intended to "expand mobility for... the region's residents, which include transit-dependent people, low-income populations, and communities of color" (ES.2.1. p15), it is also noted that the Sound Transit Board of Directors "did not identify a preferred alternative in the Chinatown/International District Segment" (ES.3 p.17, ES.3.1.2.2. p.37) for proposed construction sites for the Sound Transit expansion despite being able to identify "preferred alternatives for the majority" of the rest of the project. All of WSBLE's current proposed construction plans in the CID would invite "construction disruption such as noise, visual changes, and traffic diversion... into the [CID]," as well as "have an adverse effect on historic properties" in the neighborhood (ES.3.1.2.2. p.28). I thus fail to understand how the proposals by the Board to implement 5-11 year long, disruptive, displacing construction projects into a neighborhood that has been nationally recognized as a historic district, is one of the eight historic neighborhoods recognized by the City of Seattle, and has been home to much of Seattle's Asian American population since the first Chinese immigrants arrived in Seattle in the 1850s to work on the docks, aligns with the overall goals of the WSBLE's project to better serve the regions' low-income populations and communities of color. In a neighborhood already fraught with gentrification (https://www.seattletimes.com/seattle-news/homeless/chinatown-displacement/) and rising living costs despite the fact that 29.7%-34% of its population live below the poverty level (based on a 2018 report published by Seattle's Department of Neighborhoods (https://www.seattle.gov/Documents/Departments/Neighborhoods/Districts/Neighborhood%20Snapshots/Chinatown-ID-Little-Saigon-Snapshot.pdf and a 2020 report published by multiple CID organizations and International Community Health Services https://living-future.org/wp-content/uploads/2017/08/2020-CID-Healthy-Community-Action-Plan.pdf), even the temporary displacement of up to 120 residents and 5-27 businesses (ES.3.1.2.2. p.29) can have devastating ramifications on residents' livelihoods and the cultural richness of the neighborhood. These construction projects would also worsen the health of CID residents -- the CID is already bisected by I-5, which has lead to poor air quality in the neighborhood and has been associated with more asthma, respiratory, and cardiac-related hospital visits per capita than 99% of other Puget Sound neighborhoods (Seattle CID 2020 Health Community Action Plan and Puget Sound Clean Air Agency). Inviting these year long construction projects to the neighborhood would worsen the already subpar environmental quality of the neighborhood and thus exacerbate the environmental racism experienced by CID residents. This is not the first time that the City of Seattle has decided that the homes of people of color - in this case, specifically Asian Americans - were secondary to the aims of larger construction projects. Asian American activists protested against the construction of I-5 in the 1960s and the Kingdome stadium in the 1970s (https://www.ichs.com/history, https://depts.washington.edu/civilr/aa_kingdome.htm). It is also meaningless to designate the CID as a historic district without giving it the respect it deserves, which means refusing to continue to ravage the neighborhood with intrusive, displacing construction projects that will have long-standing ramifications on the neighborhood's health, small businesses, and demographic makeup. I strongly urge the Board to consider finding an actual alternative to bringing more construction projects to the CID.	Eileen Li
04/28/2022	I am in support of community voices who are advocating to take 5th Ave off the table and move forward on 4th Ave. They have highlighted that 30 immigrant businesses will be permanently closed or forced to move, as well as disrupting schools, daycares, and programs serving thousands of children/youth and programs, classes, recreation for 1,200 elderly non-English speakers will be disrupted. Please center community voice in this decision and take 5th Ave off the table.	Kymber Senes

04/28/2022	While I believe accessible public transit is critical to making Seattle a more livable and equitable city, I have concerns regarding the current DEIS and the impact on the vibrant Chinatown International District. The potential train station on 5th ave will displace many CID small businesses. Station construction will require years of street closures, detours, and loud machines. The current Environmental Impact Statememt (EIS) is insufficient in its consideration of re-routing traffic and buses through the CID in Transportation analysis. As an avid cyclist, I am concerned for the safety of other cyclists and pedestrians during the years-long construction. The current EIS also fails to fully consider noise and vibration impacts, meaning that businesses that do not get displaced or demolished will bear the brunt of poor air and sound quality. This perpetuates a legacy of harm to communities of color and a neighborhood that has already endured a long-history of institutional racism ,including race-based Exclusion like the Chinese Exclusion Act, Alien Land Laws, the forced removal of Japanese Americans, and other ordinances. The DEIS must further understand past harm and cumulative impacts and how the current plans fail to consider neighborhood cohesion and cultural heritage, both tangible and intangible. Please consult with community partners and CID stakeholders to explore additional plans that will mitigate impacts and not result in displacement within the CID. Thank you.	Tara Peters
04/28/2022	The 5th Avenue project plan will displace so many businesses and effect life in the CID for many years to come. Don't disrupt already marginalized communities that already deal with crime, homelessness, and targeted racism/vandalism. We can do better	Shaun Wahle
04/28/2022	For multiple reasons I continue to object to the alternative(s), including the preferred alternative, that would establish a station on the west side of the railroad tracks at Dravus and 21st Avenue West. That is a major gateway, to and from access point for Magnolia and it already suffers from congestion with nothing in the middle of the intersection. A station there would compound the problem. Given also that there is no foreseeable plan for replacing the Magnolia Bridge at Galer, would anything happen to the bridge or were administrative or emergency action by the City taken to shut down that bridge - this would lead to a far worse negative impact to this access point to and from Magnolia if a light rail station were built there. I continue to support a station north of Dravus and in the 17th Avenue West area - that would be farm more disruptive - and would have the added benefit of being far closer to the north bound and south bound bus stops at 15th Avenue West and Dravus.	Elizabeth Campbell
04/28/2022	The distance between Delridge Station and Avalon Station is approximately 1 mile, distance between Avalon and Junction stations approximately 1/2 mile. We don't need three stations within a mile and a half. Given the constraint of the port on the north and golf course on the south, the Avalon/Delridge has an upper bound on population to be served. Drop the Avalon Station and speed up trips to/from the Junction Station.	Barbara Mockett
04/28/2022	I think it'd be better to route through 4th ave alternatives over 5th ave alternatives to avoid displacing existing small businesses in International District / Chinatown. ID is an important cultural part of Seattle and should hopefully be kept as is.	Angelica Tran

04/28/2022	Seattle is becoming unrecognizable with high rises, freeways, light rail--booming zooming! Cement is suffocating our history. The International District is one of the "hearts" of Seattle's diverse communities. Tourists like to visit a different world, not a world just like the one they came from with high rises, freeways, and light rail. As a Japanese American, I love coming to the International District with its exotic stores, cafes, museum, events. It's a treasure like San Francisco's Chinatown and Los Angeles's and San Jose's Japantowns.	Mary Abo
04/28/2022	Please DO NOT choose the options on 5th Ave S, they will displace a number of local businesses that have already struggled in the past with COVID and anti-Asian hate. This is a historical community that does not deserve this sort of treatment nor disruption from the construction options on 5th Ave S	Madelyn Lim
04/28/2022	I urge you not to destroy historic buildings in the International district/Chinatown area for the link/light rail. There is so little history left in Seattle that an alternative must be implemented. Is there even ridership in that area that warrants it at a cost of decimating entire neighborhoods, or must a vibrant diverse area suffer so other areas with more political clout can get to a ball game? Put your thinking caps on and save the ID from an irreversible destruction.	Susan Sires
04/28/2022	This seems horribly ill-guided due to the volume of displacement, both to people and businesses of the International District. I, and many others, beg of you to reconsider.	Gunnar Schmitz
04/28/2022	ST needs to go back to the drawing board in order to come up with station alternatives that aren't so deep. Asking people to travel that deep down will depress ridership and will discourage people from using transit as a primary means of travel. This is especially egregious considering that these deep stations are at critical transfer points such as Midtown station, the ID, etc. Sound Transit has an incredibly poor record of vertical conveyance, requiring that riders take elevators to access the stations should be a nonstarter. For the ID, please only consider the 4th Avenue option. The 5th Ave alignment impacts the ID business community far too much. The 4th Ave viaduct needs to be replaced anyways. I do not think avoiding inconvenience for drivers on 4th should take precedence over avoiding impacts to ID businesses along 5th. ST should also study shallower options in the ID and find a reuse of Union Station as a transit hub for the region, similar to how Union Station in LA and Denver operate. In addition, the placement of the proposed Ballard, Seattle Center, and SLU stations are poor and fail to serve the core of these neighborhoods, reducing the usefulness of these stations and depressing future ridership. It's critical that ST gets these stations right, as they will be serving already vibrant and dense neighborhoods that are perfect for being served by light rail. Sound Transit must reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. The other DEIS options fail to serve Central Ballard and are hemmed in by industrial zoning that is unlikely to change. Ballard doesn’t need to rely on Transit Oriented Development to make a station work; it already boasts a desirable, populous urban destination. Ballard’s biggest and most productive small business strongholds along 24th and Ballard Avenues aren’t moving. This station is the only Ballard station in ST3 and is likely to be the furthest west Ballard station in the system forever – Sound Transit needs to get it right. Neither SLU station option serves the neighborhood well and the Mercer Street option isn’t even in SLU at all. Failure to locate a SLU station as advertised to voters in 2016 within the neighborhood boundaries could even be considered grounds for transgression against voter promises. Luckily there is a better option that serves SLU and will likely be cheaper and faster to build: Westlake Avenue. Keeping the station on Westlake Avenue in the heart of SLU will enable a shallower crossing of SR-99/Aurora Avenue without the negative implications of a station there. A north/south station would make building for expandability easier as well. We’ll leave it to Sound Transit to find a specific solution, but a different station location that intends to serve South Lake Union is worth additional study.	Vladmir Swiss

04/28/2022	I have been a West Seattle / N. Delridge resident, for over 30 years. I have been the community block watch leader for over 30 years north of South Seattle College. I wanted to provide input and highlight several concerns about SoundTransit's proposed options for the light rail extension. I and several members in the Puget Ridge neighborhood strongly favor the SkyLink option vs. train. Please consider this efficient, cost effective, lower environmental impact alternative. As has been proven in several of the leading global metropolitan areas, the gondola technology is especially effective in mixed terrain areas such as West Seattle and SODO. Key reasons why SoundTransit should support the SkyLink option include significant taxpayer cost savings, significantly less adverse impact on the environment, time savings and significantly less resources for implementation, and most importantly the least amount of detrimental impact on the large percentage of people of color and lower income in the area.	Stephen Locke
04/28/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Anne Samenfink
04/28/2022	The DEIS does not reflect the impact of the historic constructions over and through the International District. I5 paved over homes, churches and businesses. The DEIS proposal of stations on 4th Ave continue the racial prejudice against Asian Americans in relocating the community. The DEIS does not respect the uniqueness of CID and the cohesion of its people. Please DO NOT consider construction on 4th Ave.	Henry Lee

04/28/2022	Hello, As a member of the community I am formally requesting that Sound Transit I am calling for a refinement and additional explorations to be considered in the ST3 process. This is a neighborhood that has long experienced the impacts of construction as a means of cultural and historical erasure. Our community has continually been expensed as disposable for the "advancement of the city" and neglected to have our perspective considered during major projects like the I5 construction, stadiums, and previous Sound Transit projects.	Mercedes Luna
04/28/2022	The expansion of the train stations into the heart of the International District as the Light Rail expands will greatly negatively impact the citizens who live and own business in this area. I urge you all to reconsider the placement of these train stations	Camille Woll
04/28/2022	The expansion across the international district will be harmful to communities of color and invite gentrification and higher rent prices. I do not agree with this nor the demolition of such historic buildings.	Grace Medina
04/28/2022	I believe that having the new light rail station be placed near 4th ave in the C- ID neighborhood would be best because having the new station on 5th would affect and possibly displace a lot of small businesses who currently reside there.	Tiara Watson
04/28/2022	If we do not plan on fairly compensating the affected business owners on 5th avenue, please do not pursue the 5th avenue option. Both options are going to be hard, but the 5th avenue version will have a larger impact on the ID community.	Jonathan Sim
04/28/2022	Greetings, I am submitting a personal comment in addition to the comment I submitted on behalf of the Delridge Neighborhoods Development Association (DNDA). My comments mirror that of the organization, but wanted to reiterate these personally as well. Thank you. • For the Duwamish crossing, I urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). I believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees. • For the Delridge Segment, I encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). My priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station. • As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered. • The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood. • I urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership. • There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. I and DNDA would welcome partnership with Sound Transit here. Many thanks, David Bestock	David Bestock
04/28/2022	Please move forward on the 4th. Thanks!	Aluna Ademasu

04/28/2022	I am concerned about the health impacts on the residents and elders. I am concerned about the fact that as a community member, business owner, and future resident, what the impact will be on displaced businesses, and the ability to get to CID as it is already difficult enough. I am concerned that this construction will displace historical businesses and spaces without ever acknowledging or remembering their presence and importance to the neighborhood. Plan CID 1a, CID 1b, CID 2a, CID 2b, will all be absolutely terrible for the neighborhood. This needs to be anywhere else outside of the CID. This is the only cultural community as a link light rail stop, and you are deciding to kill the neighborhood, its' business, its' residents, its' rich culture, and history. What do you plan to do for the businesses that are impacted? Why did Sound Transit only provide us two options that will both be deadly to us? How will you make sure that CID and its residents are protected from the environmental impacts? How can you ensure that the years of construction will not impact the wellbeing of the many elders and seniors living here? Haven't you done enough of cutting through our neighborhood?	So'le Celestial
04/28/2022	Do not build through the Chinatown International district, by doing so you will be destroying part of a historical neighborhood that has already felt enough hardships through Covid-19 and the rise of anti-Asian sentiments.	Emily Efird
04/28/2022	Hello, I'm commenting as a concerned community member of the C-ID/Southend Seattle area. Upon reviewing the Draft EIS, I have found that the current plans to construct along 5th Ave will bring problems in shutting down/displacing businesses, as well as disrupting daily activities in the C-ID community. The 5th Ave plans will, in total, displace up to 18-27 businesses and will also affect the flow of business/recreational operations along the street. Based on the Draft EIS, however, there are alternatives to building along 4th Ave. This alternative would not have a huge impact as this would only affect up to 5-8 businesses in that area. Looking at the situation, I would highly recommend and demand that Sound Transit would take and move construction over to the 4th Ave alternative location. Doing so will not impact the larger C-ID community. Thank you, Josh	Josh Valdez
04/28/2022	Please consider CID 1-a as the most viable option for the the new light rail expansion. We cannot displace small local businesses in the ID. I hope that we move away from elevator only access at transit hubs. Anyone who has used the elevators at Beacon Hill station knows how much they suck. Elevators+stairs+escalators are the preferred method. Also please instal proper escalators this time. The use of Union station as an actual station hub is also very wise as the building already exists. Thank you	M. Seamus Loftus
04/28/2022	Of the CID options, the 4th Ave one is more preferable.	Georgia Zhang
04/28/2022	Why are we asking those who have suffered the most to endure even more hardship? No matter the final decision, the people and businesses of Chinatown-International District will be greatly impacted by Sound Transit's expansion of the station in that neighborhood. However, the 5th Avenue options will be the most detrimental. The Chinatown-International District is a lifeline for many, notably low-income and disabled East Asian elders. Do not hold this neighborhood hostage with years of disruptive construction on 5th Avenue. This is further violence against the East Asian community in Seattle.	Carly M

04/28/2022	Please move forward on 4th Avenue and do NOT build on 5th Avenue in the Chinatown international district . This would be devastating to the historical international community. The 4th Avenue route is a viable alternative that would help keep the CID businesses and residents like myself able to function and live in their special community	Michelle McDowell
04/28/2022	We prefer the 4th Ave S alternative for the CID station.	Anjali Manoj
04/28/2022	While efforts to expand the link station are valid, I believe this this expansion causes more harm than good. That said, the 4th avenue option is more preferable as it causes less disruption to Chinatown-ID, in terms of its residents, businesses and cultural identity.	Lin Wenes
04/28/2022	While I support the increased access to public transit, especially for the ease of access for those who live & work in the C-ID and the potential business it will bring to the C-ID community, I implore you to select the 4th Ave option which will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood.	Tiffany Tan
04/28/2022	I call for more exploration of options to prevent damage to a historical Asian American neighborhood.	Leslie Lum
04/28/2022	Option 4 is better than option 5, way less disruptive	Lucas Crowley
04/28/2022	I would like to comment on the proposed Light Rail to Ballard, that will run through Interbay, pages ES 36 to ES 44. I know we need this project. I lived in Ballard for 37 years and worked in Fremont and Interbay during that time. The city will be improved by this transit program. I just hope it can go in without wiping out the type of businesses that we in Seattle value the most. Dusty Strings, 3450 16th Ave W , is a unique home grown and wholesome handcrafted musical instrument business. They have employed local crafts people for over forty years and make beautiful hammered dulcimers and harps. Music from said instruments is enjoyed by just plain folks picking a tune, to celebrating marriages, to hospice harp playing - calming music to ease the last hours of life for the terminally ill. They're good folks, and they and their employees and their instruments make a positive difference in this world. I suppose that Sound Transit will be obliged to pay some sort of market value for properties they take. With the way that costs are going crazily upward across the board, it seems unlikely that Dusty Strings could afford to rebuild without going much further out - while if they can stay, many of their tenants and employees will be able to take the new light rail to work. Isn't that how it's supposed to work ? Please use the IBB-1b Alternative and don't run this business out of town. Thank You, Douglas French	Douglas French
04/28/2022	I looked over this plan. The 5th Ave option is really disruptive to the Chinatown International District. I ask that it move to the 4th Ave option instead. It will be less disruptive to all the business in the CID that have already been impacted due to Asian Hate, pandemic, and always getting pushed out. There needs to be another alternative than to use 5th ave since that affects all the low income, people of color, small business and residents in the CID.	Angela Lee

04/28/2022	Commenting on the Ballard and West Seattle Lightrail extension. Please, as much as possible, avoid disruption to the businesses and communities in the Chinatown/International District neighborhood. I've heard that this neighborhood would prefer having the tunnel built on 4th ave rather than 5th, and I support this proposal even if it's more expensive. I think it's worth it the long run to preserve the neighborhood, as well at the equitable thing to do. Thanks!	Mara Page
04/28/2022	Hello, I am a proud parent of two children attending Alki Beach Academy and I can not stress enough how important it is to allow this educational center for children in the West Seattle neighborhood to remain open and operating at their current location. ABA provides quality care for children in an area with limited options - especially given the current situation with the West Seattle bridge cutting off access to amenities and services downtown. It has reinforced that the need for quality childcare that is convenient and local to families is a critical component for a happy healthy kid and a supported parent. Not only are there other options for the transit location but there are better location - locations that give access to parts of the neighborhood who need access to the transit center, and ALSO childcare close by. Think this one through, and know that Alki Beach Academy is truly a crtical component of our community, and we would be very desperate for options if they were forced to move.	Kelsey Newell
04/28/2022	Hello, I have thoroughly reviewed the Draft EIS and am extremely excited about light rail finally arriving in West Seattle. My most major concern is that we keep all three stations here on the peninsula. The Avalon station is critical to achieving population density goals here in West Seattle, and eliminating that station from the final design would doom the historic Junction area as the density flowed (pressure to build high rises, to the areas closest to the two remaining peninsula stations. It is a short-sighted idea and one that must be rejected for the benefit to us all. It has been approved, funded, and must be built for the design to achieve maximum effectiveness. My second though is that line placement north of the West Seattle bridge would alleviate many of the issues around Pigeon Point. The Delridge Way station should be centrally located, versus North of Andover Street, and the Junction station should be located (above or below ground) where Jefferson Square currently sits along 42nd SW with a North/South orientation for future southward extension of the line. Thank you for considering my opinion. I implore you not to eliminate the Avalon station! Regards, David Caldwell	David Caldwell
04/28/2022	The 4th ave station option will be more beneficial. I feel the impact will be less devastating on the community in that location. If either of the 5th Ave options were to be pursued, that will be detrimental to the cultural identity of Seattle, or what little identity remains. This will impact Asian-American owned and operated small businesses primarily, as well as the residents of that area. Seattle is one of the few cities that has an active Chinatown/ International District, and it has a number of historical landmarks that would be hurt by a decision to build here. It would not be the first time the Asian-American citizens of Seattle were driven out of their homes and stripped of their businesses, and I can ensure that if that were to happen again, history would not smile upon you.	William Bock
04/28/2022	The 5th ave. option must be avoided + the 4th ave. option is preferred out of the two choices. The 5th ave. Option will negatively affect more businesses & residents in the CID area. We understand the need for a light rail collecting the West Seattle to Ballard area but believe other transportation projects should be prioritized over this CID light rail, mainly the reconstruction of the West Seattle Bridge.	Audrey Ngadiran

04/28/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Garrett McCaffrey
04/28/2022	I support increased access of public transportation, but please choose the 4th Ave option to have the least amount of negative impact on the C-ID, its community members, and its businesses.	Madisynn McCombs Encinas
04/28/2022	I would love to be able to catch a train through Union Station again. And even grab a coffee or a bite to eat. CID-1a and 1b would reactivate the station. Plus 1-5 already cuts through the CID, we don't need a new train tunnel, too.	Kate Rotter
04/28/2022	PLEASE find another location for this light rail extension. There are so few historic and cultural neighborhoods left in Seattle that haven't been vastly changed by city expansion in recent years. It's a shame to disrupt the International District with construction, and for such a long period of time. Surely there's another solution that wouldn't gentrify and disrupt this beloved neighborhood so much? Thank you	Kate Johnson
04/28/2022	The proposal to build a route via the 5th avenue options through the Chinatown-International District will have irreparable negative impacts as they relate to displacement and gentrification, two major issues that Seattle is already facing the the Central District. While some economic impacts would take place on both the 4th and 5th ave alternatives, the impact of the 5th avenue alternatives would have far more severe consequences on those who depend on the CID most, and may not even have the capability or knowledge to provide these comments. Please do not consider the 5th ave option as a feasible option, as it would have irreparable negative consequences on the cultural fabric of this city.	Chrissie Seilie

04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Thank you for your consideration.	Sound Transit Board,Andrew Lewis,Sara Maxana,Amy Plantenberg
04/28/2022	This comment is in support of the following alternatives: DT-2 SIB-3 IBB-2b Regarding the proposed routes for the Ballard extension, tunneling should be used as much as possible. The proposed elevated tracks will detract from or outright block the mountain and water views which surround us in Seattle. The SIB-3 proposed alternate route has the least impact on residences & businesses in the area. This route should be the top consideration for the ST board.	Vickie Hauck
04/28/2022	I am commenting specifically on the track that will run through Chinatown/International District. Currently there are two options and it is clear that moving forward on 4th Ave as opposed to 5th Ave would be a much better decision for the local community. Moving forward on 5th would cause significant disruption to businesses and employees that have already been struggling during the pandemic. CID 2A, CID 2a diagonal, and CID 2B all displace employees and businesses. This also reduces parking in the area significantly, which can have a large impact on people's ability to access the area and lower both engagement and profits in the area. The 4th Ave option clearly causes less disruption to people and businesses in the area. To pursue the 5th Ave option, Sound Transit is further marginalizing a community that has been facing continual harm. Please listen to the people in the community who have been advocating firmly against 5th Ave.	Ali Cho

04/28/2022	Thank you for the opportunity to comment. I'm piecing together a variety of comment topics for the DEIS team to address. Firstly, I want to touch on sustainable accessibility, then pivot to station designs in detail, then reiterate my general support for The Urbanist's light rail principles, and then outline my specific alignment/station comments. In terms of sustainable accessibility, Sound Transit needs to seriously develop plans for walking, rolling, and biking to stations. These modes have a very high opportunity to generate immense ridership shares. Traditionally, Sound Transit has treated these modes something worse than tertiary. Sound Transit needs to prioritise these by building quality bike lanes and spot pedestrian improvements around station areas at least within a half-mile. The agency also must work with and demand from local authorities to plan for quality implementation of these facilities within a 10-minute walkshed and 10-minute bikeshed of every planned station. A station area doesn't just stop at the end of the station site. Sound Transit also must do its part to better accommodate these users by actually purchasing super high quality and European standard elevators and escalators. The technology that Sound Transit has recently acquired for new stations is severely substandard and inappropriate to the current system. Relying on junk APTA reports to justify garbage systems is not acceptable. Redundant systems should also be evaluated, such as three escalators instead just a pair of two as is best practice by most airport and proper transit operators. As part of this, European consultants need to be used instead of the poor quality American ones that Sound Transit has been using. Additionally, Sound Transit needs to explore Continental European best practices for bike storage and movement in stations. The bike storage implemented at new stations has been substandard and complicated to use. And the storage designs show that Sound Transit doesn't treat the mode as a serious long-term mode share, but it should with hundreds and hundreds of bike storage spaces for different kinds of users. Bike storage should also be universally free. Further, stations should have runnels to platforms that can comfortably be used by different bike types up and down stairs. The agency needs to research proper requirements for runnels and test them abroad so that they can properly applied here. The current runnels are completely unusable. Earlier this year, I flagged Sound Transit's achilles heel, which is station design. The agency is planning stations that are far too deep. I'm going to include my story for The Urbanist here to illustrate the immense work that Sound Transit must do before it even bothers to come back with an FEIS, although we really are owed an entirely new DEIS. (Link to story: https://www.theurbanist.org/2022/01/31/dear-sound-transit-prioritize-rider-experience-take-a-mulligan-on-west-seattle-and-ballard-link/) "Sound Transit recently released updated alternatives for the Ballard and West Seattle light rail expansions. As Doug Trumm detailed here at The Urbanist, the agency has drafted up concepts for some of the most cavernous stations in not just North America but the entire world. Other concepts show urban stations many more stories above the ground than Northgate's and accommodating status quo car infrastructure. What these concepts really show is that if you don't have any first principles in station design, you can easily go awry in designing stations that will inconvenience riders for generations to come and dissuade some from either bothering." "Let's look at some of these offenders and then discuss what can be done to course correct." "In Chinatown-International District, one station option seriously under consideration could be as deep as 190 feet below ground — that's more than the height of the landmark Josephinum Building on 2nd Avenue. In the downtown office core, the preferred Midtown Station could be 170 feet deep — deeper than Beacon Hill's station at 160 feet — and a competing alternative could be 200 feet deep." "In West Seattle, the preferred station in Delridge would needlessly take out a block of homes and situate the platforms 85 feet above because of an unwillingness to use the street and undulate guideway. In Interbay, an alternative station design would involve construction of an elevated station right above 15th Avenue W. You'd think they'd get this right, but incredibly it would retain the car sewer nature of the street, elevate platforms 50 feet above the ground, and put a pedestrian bridge above the platforms to reach the east side of 15th Avenue W." "And in South Lake Union, a preferred station alternative would place platforms 120 feet below ground — essentially underneath SR-99 — and dump riders right onto the precipice of a state highway and its giant highway tunnel exhaust tubes. Here we continue to pay for the folly of digging that massive SR-99 car tunnel in the first place. If not for the need to go under that monstrosity, this station could be much shallower, the air around it less foul and noisy, and the walkshed less interrupted."	Stephen Fesler

"These stations aren't friendly to riders. These aren't urban stations. These are monoliths of over-engineering and misplaced priorities. But that may not be the worst part of it."

"Sound Transit has partially calculated platform-to-surface travel times at stations. These are decidedly slow for downtown stations, especially where elevators are the sole option, but you can extrapolate the problem to include a very large share of the Seattle stations conceived. As Trumm reported earlier this month:"

""Sound Transit has modeled travel times from the surface to the station platform at five to six minutes via escalator at Midtown Station and four to six minutes via escalator at the new Westlake Station, agency spokesperson Rachelle Cunningham said. Elevator times are two to three minutes at Midtown and three to five minutes at Westlake, but that quote does not appear to factor in waiting time in lines to get into the elevators, which can be very long at peak times, as users of the elevator-only Beacon Hill Station can attest. Sound Transit is considering elevator-only options for its deepest Midtown and Chinatown stations.""

"The caveat that Sound Transit doesn't appear to have factored in wait times for cramped elevator-only stations should raise eyebrows on its own. But crucially, five- to six-minute platform-to-surface travel times are serious time penalties for riders. That's the kind of time that could lead a rider in a rush to miss an intended train trip and maybe miss the one after that. These stations also aren't the kind of stations that even the most able-bodied rider would willingly ascend by stairs — were there any. And let's just be honest here that Sound Transit has been a very poor steward of vertical conveyances that it has installed, whether they be escalators or elevators. Adding an armada of them at these stations could be a recipe for systemic failure, leaving riders out to dry. Conversely, shallower stations only three stories or less give riders more choice for platform-to-surface access whether by stair, escalator, or elevator and shorter one- to two-minute platform-to-surface travel times."

"Sound Transit should have a first principle in designing its transit systems around stations. That means before developing formal alignments — whether they be at-grade, aboveground, or underground — the agency should be deeply considering the location of stations and how people will ultimately use them. If the agency had a standard of designing stations such that a person accessing them would not need to go up or down three stories and would not be faced with overbuilt stroads and freeways, the designs and alignments would be much different. Instead, the agency has started with alignments and complaint-aversion first and left station design dead last."

"The City of Seattle and the Washington State Department of Transportation must be better partners, too. The agencies have talked up collaboration, but there is no sign that this brain trust has considered slimming down the highways and arterials near the stations in order to make way for transit space and improved accessibility for riders. Interbay's overbuilt 15th Avenue station is a testament to this — heaven forbid we redesign highway off-ramps next to our billion-dollar transit investment. Same story for the elevated Junction station that plows through more than 400 apartments rather than use the Fauntleroy Way right-of-way and sacrifice a car lane or two."

"Fundamentally, Sound Transit's project falls short of global transit standards. There is no technical justification for the poor station designs at hand. They are what they are because stations and the rider experience were an afterthought in the planning process."

"Going forward, Sound Transit should adopt a formal first principle policy of having stations accessible to riders within three stories — and ideally fewer — of the ground surface. This would ensure that riders have quicker, more reliable access to stations and greatly reduce project costs. Yes, there may be extraordinary circumstances necessitating deeper stations like Beacon Hill's and those should be properly justified if and when they arise, but that should be the exception, not the rule as it seems to be with Sound Transit's design approach."

"As painful as it is to say, Sound Transit must go back to the drawing board on the Ballard and West Seattle extensions. If the agency does not, the overall projects will be subject to high risks in both cost and delivery, riders will forever pay the price in extreme time penalties, and depressed ridership will be reflected across the system."

"Ultimately, these projects cannot move forward as currently conceived, Sound Transit needs to take a mulligan."

Sound Transit needs to get its stations design right. They can't be deep, they can't be tall. Riders shouldn't be penalised with long surface-to-platform travel times just because the agency has developed seriously lazy alignments and doesn't want to make anyone unhappy.

Relatedly, alignments need to be refined. Sound Transit has failed to show why low, elevated alignments in streets are infeasible. Instead, the agency has concocted false excuses and deflected on why elevated alignments and stations in streets are infeasible. If the agency is incapable of doing its job of truly vetting options, it needs to hire European and Asian consultants who actually know how to do this stuff and this must be done prior to proceeding to an FEIS. Sound Transit's work is not done here.

Now I'm going to pivot to The Urbanist's general comments.

Light rail planning principles

First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.

2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up.

3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.

4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Alternatives more favorable to TOD deserve an edge, and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.

5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.

6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines.

My general station and alignment comments are here:

West Seattle Link

a. Junction: Prefer and study refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings, but also study Medium Tunnel 41st Avenue Station [WSJ-5].

b. Avalon: Prefer and study a refined DEL-6 pairing, but also further study WSJ-5.

c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5].

d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking.

2. Ballard Link

a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker

	than 4.5 minutes. The Alliance for Pioneer Square has a good idea to tie this station together with the other Link station, King Street Station, and Union Station. Also develop plan that aligns with the King Street Station concourse proposed. b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. d. Denny - DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1]. h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station. I would also like to note that I have seen new "cost-savings" concepts that Sound Transit has generated, such as consolidated station locations at Westlake, in-street/sidewalk station subway entrances, and partial closure of a street in the Denny Triangle. I generally think these are very interesting. For example at Westlake, reusing and connecting access with the existing station could avoid redundant/complex entrances. Having one or two simple direct in-street/sidewalk entrances could be better than demolishing whole buildings at immense cost and then locating related station facilities in surface streets/plaza area (bike storage areas and vending machines) as well as in mezzanine areas. Stations don't need massive footprints. Where the are opportunities to use streets, please use them including having bold plans to pedestrianise areas like along Westlake Avenue and side streets. Transit is an opportunity for wholesale changes and Sound Transit shouldn't be afraid to fight for a change in paradigm. It shouldn't be running scare from local governments preemptively. Go Sound Transit!	
04/28/2022	Hi! Can I just start off with, big fan, love your work. I ride the light rails everyday. Now that my general stance is out of the way, I just wanted to say that I'm kinda disappointed by your proposals for the cid station extension. The only proposals you have made deeply impact and disrupt the neighborhood. Firstly, I love the neighborhood. I've always spent a good chunk of my free time here. It's a very important place to me. I feel a deep sense of community and the care of others. Secondly, I feel like this proposal goes against the needs of the community. Isn't the point of Sound Transit to help the communities you serve and not hurt? It would disrupt and destroy many businesses. This sort of this has happened over and over. It's frankly a repeat of the building of i-5. I think it's time we learn from our mistakes of disrupting the lives and communities of marginalized peoples. If y'all truly cared about this sort of thing, this is a way to actually show it instead of just making a meaningless statement of support. I know you have very creative and thoughtful people working for you and I know that we can definitely come up with a better design. We're in this together! Have a nice day. All the best Eliza	Eliza Eslinger

04/28/2022	I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a community member having worked in the CID for years and currently having a Food Bank located there, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five station plans, especially those with options on 5th Ave, displace historic CID businesses (perhaps more than 20), detour thousands of vehicles through the neighborhood's pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. I urge Sound Transit to reconsider options on 4th or 5th ave and instead look to other options that will not displace our beloved residents and businesses in the CID.	david tetsuo beer
04/28/2022	To whom this concerns, It is my belief that construction for the new station be done by way of a 4th Street option. It is clear that options CID-2a, CID-2a diagonal, and CID-2b will impose greater costs to the Chinatown-ID community than CID-1a or CID-1b. Thank you, Erin Shelden	Erin Shelden
04/28/2022	Without any contingency plan for the businesses that are threatened with the construction in the ID, your decision-making may create a disaster culturally within the city. These aren't just businesses, but people. And together they are the cultural fabric of the city. All of that said, it might be worth also rereading Jane Jacobs and seeing how these types of infrastructural changes can completely destroy a community.	Greg Bem
04/28/2022	I am commenting in regards to the Delridge segment of the West Seattle Link extension. I noticed that the EIS does not include reference to a large child care facility that would be severely impacted by two of the proposed options for the Delridge segment. As a parent of two children, finding adequate childcare facilities was extremely difficult. West Seattle has a growing number of young families and needs more child care facilities. And not have them be impacted or eliminated due to DEL-5 or DEL-6. The EIS must reflect the the impact to this essential community resource. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Additionally, DEL-5 and DEL-06 do not make sense from a location perspective. Having stations that far north would limit their accessibility to larger populations in the Delridge community and result in fewer riders. Any of the other alternatives would leverage land that impacts fewer West Seattle families. The options that use the land near the golf course make the most sense to limit the impact on West Seattle residents and families.	Brad Finnegan

04/28/2022	Hello, Thank you for offering an opportunity to contribute input on how this project could impact many, many families such as ours. The decision may not be easy, but as a resident of West Seattle, home owner, parent and active citizen, we feel voicing our support for one of the businesses that supports our community in ways that words are not able to describe. Both of our children attended Alki Beach Academy since they were 3 months old. Our youngest is wrapping up his last few months in this amazing micro-community and both have flourished by being cared for in a SAFE, inviting, stable and engaging environment. We would not have been able to work without the child care they provide. Our children would not be thriving if not for the care of the staff. Our lives and the lives of many friends, neighbors and families would be drastically different if not for the existence of Alki Beach Academy. Additionally, businesses owned and operated by minority women are few and far between in West Seattle. Our family shares similar cultural background where we do not look like most of West Seattle, so we support this thriving business and advocate for it's continued existence for OUR West Seattle Community as a whole. Both my wife and I are professionals who intentionally selected to live in West Seattle and without Alki Beach Academy's existence, we would not have been able to function as a household with 2 working parents, paying the taxes required to live here and would have challenging barriers to provide quality child care for our children. Please hear US as a community and understand the NEED for Alki Beach Academy to continue supporting the families of West Seattle. I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. Additional Talking Points: ? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). ? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest	Tim Tilbury

	center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). ? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count). ? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. ? The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. ? The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). ? The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated. ? The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. ? Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4)	

04/28/2022	Dear Council Members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to hopefully taking their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. While I strongly support public mass transit I think Sound Transit and the King County government need to do more to minimize collateral damage from the use of eminent domain. In addition to knife makers this shop is important to the local chef, restaurant, and food lover community. There will be considerable ripple effects of collateral damage if this shop is forced to close or to move into a less desirable location. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Bruce Blake	Bruce Blake
04/28/2022	I work in one of the office buildings above the current CID light rail station, and reading through the proposed plans, it seems like the 4th Ave plan is the best option. I see fewer displacements happening from that option and even though it looks like it will disrupt the parking access to the building I work in, I think in the long run having public transport there will be better, and it keeps the public transit options centralized. I think running it through the businesses on 5th Ave will hard hit a neighborhood that has already been disproportionately hit hard during the pandemic. The biggest difficulty I see with the construction on 4th is the moving of key express bus lines from their stops there, but I think again, in the long run, having those moved for a few years will be balanced out by the better and more centralized public transit.	Will Robinson
04/28/2022	Sound Transit must extend the comment period and address concerns from the C-ID community about lengthy disruptions in that neighborhood and displacement of minority-owned businesses/homes. This is a neighborhood that has historic value and has been disproportionately affected by infrastructure in the city. The community has been very vocal about their concerns, and Sound Transit has an obligation to listen if they care at all about equity.	Kiku Hughes

04/28/2022	I am writing to comment on the tunnel station project that will affect 4th or 5th ave in the CID. As far as I am aware, it is being decided to put a tunnel station either under 4th or 5th avenue, and I want to share my opinion that the tunnel should go up under 4th st, not 5th. I have this opinion because there are several businesses that will be affected that are set up around 5th st, while there are only a few businesses on 4th that may be affected. 4th is already where there is less foot traffic, so closing this area for construction would likely impact the CID the least. Choosing 4th over 5th would also affect less residents, so I think in the interest in preserving the culture and business of the CID, 4th street construction is really the best option. If 5th st is chosen, I would sincerely hope there is a strong explanation as to why this choice was made, when it seems like a clear choice in regards to which location would have the least impact to build on.	Rina Maynard
04/28/2022	The whole project will be an issue. This will close down many small business who are already struggling to keep opening and providing their unique presences to the CID. Those buildings and stores are a landmark to seattle and should not be demolished or changed.	Alex Dong
04/28/2022	I am a life long West Seattle resident, homeowner and current business owner/employer. The extension of light rail to our community is unnecessary, out of character, abusive to our community and environment, and impractical given the barrier of the river and topography. It is overly expensive, overbuilt and would be a perpetual and inflexible concrete eyesore. These considerations need much more analysis than currently contained in the EIS. Please reconsider your plans and consider alternatives such as the aerial solutions.	William Larson
04/28/2022	This project needs to be cancelled, the entire process will be very disruptive to the community at CID and to the small businesses that are a unique part of the culture in the area and as a landmark for seattle. Please cancel the project.	Hai-Ming Dong
04/28/2022	My name is Shomya and I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a community member who sometimes works in the CID ang is lucky enough to enjoy many of the local businesses in the neighborhood, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses (at minimum 5 and more likely 19), detour thousands of vehicles through the neighborhood's pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. Some of these businesses that would be displaced like Chun Chun and Seattle's Best Tea are businesses that I have visisted for years. The CID station is the only Link station to be surrounded by a densely populated community of color. The neighborhood has already bore the brunt of the City's expansion with the construction of I-5. Why is that the CID must face the burden for other city residents to travel more accessibly? Why is accessible and affordable transit on the backs of the city's most historic neighborhood of color? It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. We urge Sound Transit to reconsider options on 4th or 5th ave and instead look to other options that will not displace our beloved residents and businesses in the CID.	Shomya Tripathy
04/28/2022	5th Ave alternatives (CID2a) will lead to much more community and economic disruption and displacement. Please do not move forward with this plan.	Tresa B

04/28/2022	My name is Jessica and I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a community member who frequently visits the CID for errands and community gatherings, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses (at minimum 5 and more likely 19), detour thousands of vehicles through the neighborhood's pedestrian oriented streets, and create disruptive construction, including noise and air pollution, for the next 5-11 years. I'm very concerned for the wellbeing of local small businesses I love including Seattle's Best Tea, Ping's Dumplings, A+ Hong Kong Kitchen, and many more. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. I urge Sound Transit to reconsider options on 4th or 5th Ave and instead look to other options that will not displace our beloved residents and businesses in the CID.	Jessica Valdez
04/28/2022	The economic impact of the 5th Ave option is too great. Please choose the 4th ave option	Kathy Tran
04/28/2022	In favor of fourth Avenue option. Thank you	Susan Schlosser
04/28/2022	My name is Erin Shigaki and I am a fourth generation member of the Chinatown International District. I am an artist and an activist and work out of the historic Jackson Building on 6th Avenue South and Jackson Street, and I have long working relationships with organizations, businesses and individuals that make our neighborhood thrive. My family emigrated to the United States from Japan in the early 1900s and the Chinatown International District (to them Japantown or Nihonmachi) was their destination for housing, shopping, socializing and everything in between due to the Redlining policies in place. Executive Order 9066 stripped from the Japanese American community what little they had built up, and Japantown was never the same, even as many people (including my family) returned to the region. The Draft Environmental Impact Statement for the West Seattle and Ballard Link Extensions Project presents like yet another attempt to remove and displace community members from the Chinatown International District. SoundTransit's data and research about the impact that this extension would have on our cultural resources, businesses and individuals living and working in our neighborhood is incomplete and inaccurate in many aspects. You have not studied the history of displacement, about which I cite one instance of many. You have not therefore taken into account the special legacy of this neighborhood and how your proposal goes completely against the City of Seattle's goals toward equitable development. You have not done the thorough research and work required to suggest such a massive change to such an important neighborhood in Seattle. Please partner more deeply with our able and experienced community members to better understand the kinds of damaging changes you are threatening to make. Sincerely, Erin Shigaki	Erin Shigaki
04/28/2022	After reading through the summary EIS, I learned that there would be a need for a second tunnel through downtown Seattle. Why not consider putting the transfer station for the Ballard/West Seattle line north of the CID and Pioneer Square. The impact on the CID will be enormous regardless- please select the option with the smallest impact on that community. If not moving the station further north is not possible, go for the 4 Avenue option. the	Betty Lock
04/28/2022	Out of the proposed options, I recommend against the construction of new stations on 5th Ave as it will force the closure of many longstanding local businesses. I would also like the city to address and create some services to help the community stay afloat during the construction of the new station as it will cause a lot of traffic flow disruption in the CID.	Edwin Ong

04/28/2022	The 14th & Leary Station and 14th Street NW route would be catastrophic for the Ballard Food Bank and the artist studios in 4818 14th Street NW by both the elevated version and ground version routes down 14th to that site. The Food Bank couldn't possibly function with 14th Street closed. This after just spending millions of dollars, years of fundraising and planning to make This permanent home. this permanent home. Closing that stretch of 14th Street during construction would destroy their ability to get food in and out as well as making it very tough for vulnerable clients to access the food bank. Ballard residents would be inconvenienced by having to run the gauntlet crossing 15th NW to get to any 14th station. Possibly dangerous. A 15th Street station would bridge the areas both east and west of 15th instead of dividing the neighborhood in the ugliest possible way the way it is now. In contrast, there is little on 15th street NW that would be impacted by a 15th Street NW station as they all have access from side streets. Carol Adelman	Carol Adelman
04/28/2022	Hello I'm putting my comment for this newly roughed routes for the transit area to be appalling to the small businesses and in business in general to build this. Covid -19 made a major impact in this area and now the need for a transit area in 2023 would surely impact some places I visited such as Oasis tea zone, Uwajimaya since I was a teenager. Construction for this through 5th would be catastrophic to these businesses that we have come to love. I believe the transit construction is a frowning concern because it seems to be priority over the safety of local businesses. The city of Seattle looks at who can travel more than who can stay and visit. It's not the same if people travel so see different cultures and getting to know them versus just traveling through. Chinatown is a staple for me to know I can enjoy something. Please do not choose 5th street or 4th street. There's no better alternative than doing it around or not doing it at all. And I choose - don't do it at all. Thank you	Marlana Ramirez
04/28/2022	Regarding EIS pages 36 to 44, particularly Dusty Strings, 3450 16th Ave W, Seattle, 98119. Dusty Strings is a Seattle based, family owned business since the 70's. The current route would not only wipe out their building but several others. The cost to Seattle would be extremely unfortunate if the building cannot be saved. Not only is it a relatively new building but is it custom designed for their type of manufacturing. It also houses several other businesses. With the current real estate situation and land value, they would, more than likely, have to move out of Seattle. Dusty hires local craftsperson's for their unique business. And that business is global- Dusty Strings instruments are sold all over the world. They also need close proximity to their retail store in the Fremont district. The interruption for relocation of their business would not impact just the business on 16th but also their retail store as instruments are delivered back and forth every day. The owners of Dusty Strings have always welcomed world-wide visitors to their manufacturing facility and have given back to the community in many ways. I am urging Sound Transit - no, I am begging Sound Transit to consider alternative plans for their trains in the Interbay area. Any alternative plan would save not only Dusty but several other buildings and businesses as well. Thank you for the consideration.	Sally Verrinder
04/28/2022	Preference for alternatives 1a, 1b. My preference aligns with community concern over the unacceptable number of businesses displaced by the other alternatives. Losing those businesses would forever alter the fabric of this vibrant community. Bisecting this community once more with a years-long project would be an injustice I cannot support, I would rather see either of the 4th Avenue options. Thank you.	Michael Allen

04/28/2022	I reside at 3636 14th Avenue W. Seattle, WA and strongly object to the current preferred 14th Avenue W. crossing over the ship canal. The elevated structure would disrupt the residential area and literally be next to our rooftops. 15th Avenue NW is the natural commercial corridor and any light rail extension should be coordinated with any Ballard Bridge replacement, which should require fewer bridge openings.	Gregg Hirakawa
04/28/2022	I'd like to comment on the DEIS for the West Seattle and Ballard Link Extensions. I grew up going to the C-ID with my family, currently live nearby, and frequent the neighborhood, going to my favorite spots such as Ping's Dumplings and Seattle's Best Tea. I am very disappointed with the current plans. All five options for the station, especially the 5th Ave option, displace historic and treasured businesses that serve as gathering places for the community. It will also detour thousands of vehicles through a neighborhood where many, including elders, walk and access their favorite spots from childhood and important resources such food banks that provide culturally relevant food. This project will cause incredibly disruptive construction, including noise and air pollution, for the next 5-11 years. The C-ID station is the only proposed Link station to be surrounded by a densely populated community of color. This neighborhood was created due to racist redlining policies and has continually been chosen as a spot for development and displacement by the city. It is problematic and unacceptable to not consider and adequately research other alternatives that would not once again put residents of the C-ID at risk of their livelihoods and safe and healthy living environment. I would choose 5th ave over 4th avenue to minimize displacement, but I call on Sound Transit to reconsider options on 4th or 5th ave and instead look to other options that will not displace our beloved residents and businesses in the C-ID.	Desiree Gomez
04/28/2022	I think the deep option on 4th Ave is the best - on 5th Ave there is too much impact to businesses in CID. Unless another better option can be found .	Kathy Lubetich
04/28/2022	Those businesses have been there for so long. Do not add a station there. Figure it out elsewhere. Those businesses do not deserve to be torn down for a station.	Georgina Chu
04/28/2022	My name is Hoa and I have lived in Seattle since I was one year old. I wanted to comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. The CID is very special to my Vietnamese and Chinese family, filled with historic and culture-rich buildings and businesses that would be unfairly displaced by moving forward with ANY of these proposed plans - especially those involving 5th Ave. Please don't destroy the livelihoods, safety, security, health, and happiness of this community.	Hoa Vo
04/28/2022	The CID neighborhood is a community vital to the vibrancy of Seattle. To displace businesses in the CID in order to facilitate the transit for people in Bellevue and West Seattle clearly is not taking a racial equity lens. As a Seattle resident, all of the proposal remain incredibly concerning to me. I urge Sound Transit to collaborate with the CID Coalition to find a more equitable solution to building this important and necessary infrastructure in a way that does not needlessly hurt communities of color. Seattle has a long history of displacing residents of the CID to make way for important infrastructure. Let us not repeat this shameful history.	Jesse Drucker
04/28/2022	The Ballard link extension is incredibly needed. This area has seen such a massive population boom and having this light rail extension will play an incredible role in taking cars off the road and fixing the embarrassing public transport infrastructure of our beautiful city. The environmental impact of this project will be immense, as taking away the need for individuals commuting from Ballard to downtown every day will cut down a LOT of carbon emissions. I think this is an incredible plan and I hope it moves forward!	Benjamin Gardner
04/28/2022	Please choose the shallow 4th Ave option for the tunnel through the C-ID. The 5th Ave options are too disruptive and destructive to the neighborhood, which has already undergone so much displacement and hardship. The shallow option allows an easier connection to the current International District-Chinatown station. Whatever you choose, please commit to mitigating the harm that will come from years of construction and disruption while this tunnel is built. I am looking forward to being able to ride the light rail to Ballard and West Seattle, but I don't want the C-ID to be further harmed in the process. Thank you.	Mikala Woodward

04/28/2022	Lauren Swift Sound Transit 401 South Jackson Street Seattle, Washington 98104 Subject: Comments on the WSBLE Draft EIS I am providing comments on the Draft EIS for the?proposed West Seattle and Ballard Link Extensions? Project. My comments are focused on the Delridge Segment Alternatives of the West Seattle Extension. The text of Section 6.0 (Alternatives Evaluation), particularly Section 6.2.2.1.3 (Delridge Segment), provides summary information on the potential impacts of the Delridge Segment Alternatives based on the more detailed information presented in the Environmental Consequences section. Table 6-3 further summarizes that information. The following bulleted comments focus on comparisons of the key environmental impacts of the Delridge Segment Alternatives presented in Table 6-3: • Transportation impacts: although there would be about a 3 percent lower ridership with implementation of Alternatives DEL-5 and DEL-6 as compared to the projected ridership for the other Delridge Segment Alternatives, both Alternatives DEL-5 and DEL-6 would have lower impacts on roadways during construction. • Potential Displacements: DEL-6 would have the fewest residential displacements (48), with the impact of other alternatives ranging from 70 to 197 displacements. Alternatives DEL-5 and DEL-6 would have the most potential business displacements, but only a difference of 4 to 8 displacements (21 For DEL-5, 20 for DEL-6, and 13 to 16 for each of the other alternatives). The substantial difference in residential displacements seems significant in comparison to the small difference in potential business displacements. In addition, as stated in Section 6.2.2.1.3, “All alternatives except for Alternatives DEL-5 and DEL-6* would displace Washington State Department of Children, Youth, and Families offices; however, Alternative DEL-5 would displace a duplex owned by Transitional Resources, and Alternative DEL-6* would displace the Transitional Resources main office, onsite supportive housing, and adjacent apartment building.” The importance of these differences is not addressed in the DEIS. • Length of Potential Operational Visual Impacts: Alternative DEL-5 would have a visual impact on 0.2 mile, Alternative DEL-6 would impact 0.1 mile. All other Delridge Segment Alternatives would impact 1.0 mile. This represents a substantial difference in impacts. Unfortunately, the table does not include the following statement that is presented in Sections 6.5.1 and ES.5.1: “Visual impacts from elevated guideway in the Delridge Segment (Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, Option DEL-2b*, Alternative DEL-3, and Alternative DEL-4*)” would be “Permanent impacts that could be significant and unavoidable [emphasis mine] . . .”. As further stated in Section 6.5.1, “Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, and Option DEL2b* would have the most adverse effects to historic resources and the greatest change to community character. These alternatives, along with Alternatives DEL-3 and DEL-4*, would impact the most area with sensitive viewers, but impacts would differ among alternatives. Alternative DEL-6* would have the least potential for visual impacts because it would be closer to industrial areas and a lower height west of Avalon Way Southwest.” • Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation: Although the DEIS states that “all impacts can be mitigated,” there is ample evidence that many wheel squeels and other noise of vibration impacts are not mitigated. The important point is that once again, Alternative DEL-6 has substantially fewer impacts (102) versus the other alternatives (178 to 270). • Historic Properties with Adverse Effects: As for other elements of the environment, DEL-6 is the least objectionable, with no adverse impacts as compared to Alternative DEL-5 with 2 resources adversely affected, and the other alternatives adversely affecting 4 to 6 resources. Further, as stated in Section 6.5.1, “Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, and Option DEL-2b* would have the most adverse effects to historic resources . . .”. • Park and Recreational Resources Impacts: Alternatives DEL-5 and DEL-6 would avoid impacts to Park and Recreational Resources, whereas all of the other alternatives would have impacts on these resources during both construction and operation. Affected resources include: The West Seattle Golf Course (from temporary modifications during construction to long-term effect on use; as noted in Section 6.2.2.1.3, “Preferred Alternative DEL-2a and Alternative DEL-4 would have the greatest impacts on parks entering a tunnel on the west end of the West Seattle golf course. These alternatives would require modifying the golf course and would permanently reduce the playable area.”), Delridge Playfield (from long-term use to temporary construction impacts), Longfellow Creek Natural Area (from long-term operational impact to temporary construction impacts), and The Longfellow Creek Legacy Trail (detour of the trail).	Bill Staeger

	The summary information presented in Table 4.2.18-3 (Summary of Preliminary Section 4(f) Use Determinations by Alternative for the Delridge Segment) indicates that both of the Preferred Alternatives would affect many Section 4(f) properties (including use of the West Seattle Golf Course with implementation of DEL-2a). Alternatives DEL-5 and DEL-6 would avoid those impacts, except for de minimus impacts to the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation. As noted in Table 6-9, the projected costs of Preferred Alternative DEL-1a ($600 – 700 million) are substantially higher than those of Alternatives DEL-5 ($500 million) and DEL-6 ($400 million). Clearly there is not a financial advantage to the proponent's Preferred Alternative DEL-1a. However, the projected cost of Preferred Alternative DEL-2a ($400 million) is similar to those of Alternatives DEL-5 and DEL-6. The comparison of alternatives for the Delridge Segment presents summary information for each alternative but does not (1) compare the overall impacts of the alternatives, (2) identify the alternative with the least environmental impact, or (3) provide justification for selecting Alternatives DEL-1a and DEL-2a as the Preferred Alternatives. In short, the DEIS presents important data but does not answer the question: "So what?". Based on my analysis of the summary information on the Delridge Segment Alternatives presented in Section 6.5, it seems clear that implementation of the Preferred Alternative and the other similar alternatives (Alternatives DEL-1, DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, and DEL-4) would result in greater impacts than those of Alternatives DEL-5 and DEL-6. Importantly, the DEIS does not provide justification for selecting a Preferred Alternative that would result in significant impacts that cannot not be avoided or mitigated. There does not appear to be any justification for either Alternative DEL-1a or Alternative DEL-2a to be selected as the Agency-preferred Alternative in the Final EIS. Selection of the Agency-preferred Alternative will require a detailed analysis using the information on the impacts of the Delridge Segment Alternatives presented throughout the DEIS and any additional information made available after the DEIS was issued. Bill Staeger Bill.staeger@gmail.com 206-724-9992	
04/28/2022	Regarding Appendix J Draft Drawings for Interbay/Ballard: Tunnel option on 14th is best. The Interbay Station especially needs an area where passengers can get dropped off/picked up by cars (which will be nearly all electric by 2039!) Similar to lot at Husky Stadium station. The location is not easily reached by foot/bike for most Queen Anne/Magnolia residents. Both interbay and ballard stations are partially in, or adjacent to industrial zoned land which impedes transit oriented development. The industrial zoning code should be updated to take into account these stations and allow for more flexibility to create better transit friendly developments.	Bryan Hester
04/28/2022	I oppose any of the alternatives along Genesee that impact the West Seattle Golf Course.	brennon leighton

04/28/2022	The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Benjamin Rogers

04/28/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate. In addition: ? The Draft EIS needs to be updated to include Alki Beach Academy as a social resource (Appendix L4.4, Table L4.4-1). ? At the time of relocation, Alki Beach Academy will care for nearly 100 more children than the largest center currently listed in the Draft EIS (Table L4.4-1 and Table L4.4-2). ? Based on the most recent assessments of the local child care industry, current providers can only provide care for 46% of children at or below the age of 5. This is based on pre-pandemic data (at least 1 in 5 child care programs in King County were at least temporarily closed due to COVID impacts by the most recent count). ? Alki Beach Academy is the only child care program on the peninsula that may be impacted by the project and is the largest child care provider in the Delridge corridor. The Delridge corridor (98106) is the lowest-income zip code, the most racially diverse zip code on the peninsula, and includes some of the lowest opportunity areas in the city. Removing ABA from this community would impose a disproportionate impact on these communities. ? The alternatives that would require the program's relocation need to include this impact in their descriptions where appropriate. ? The Draft EIS needs to include a detailed description of the barriers to relocating a program of this size (20,000 square feet). ? The Draft EIS needs to include a detailed description of the impact to child care supply in 98106if the program is relocated. ? The Draft EIS needs to include language acknowledging that the program's relocation would conflict with the environmental justice and racial equity goals of Seattle, King County, the Puget Sound Regional Council, and Sound Transit. ? Sound Transit is only required to pay $50,000 in reestablishment expenses, which is about 3% of the estimated construction costs to reestablish Alki Beach Academy -- excluding moving expenses (Real Property Acquisitions and Relocation Policy, Sec. 9.4)	Sarah Mikhitarian
04/28/2022	The current plans for the light rail extension for West Seattle link are inequitable and will displace multiple businesses and increase housing costs to low income CID residence. There needs to be a better way to address the need for transportation and not displace businesses that are already vulnerable due to the pandemic, ongoing racism and changing environment that has been a burden for so long. Please consider creating or adjusting a way to address the light rail extension to a different area that will not displace the current businesses that and address the need for public transportation. Displacing businesses that have been in the CID for 30 years is not the solution for finding transportation to affluent areas.	Silver Lee

04/28/2022	Ballard Link extension Please reopen study of the Ballard 20th/Thorndyke Tunnel Portal option, any of the alternative station options proposed (especially those east) of 15th Ave, would make me very reluctant to take the light rail to Ballard, as I would find myself far from where I want to go, and surrounded by dangerous high-speed arterials and industrial areas. Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Ave to avoid the above problems. 2. Interbay Area Please use the Thorndyke Retained-Cut station option[IBB-2a/IBB-2b], it will make access much faster for riders and provide excellent bus connection transfers, which I love for being able to reach Discovery Park quickly. 3. Smith Cove I agree that the Galer Street Station [SIB-1] is the best option 4. Uptown Please select the Reuplican St station option for Uptown. The Mercer option is so much deeper and further from Seattle Center that is is obviously inferior to the Republican one. 5. SLU It is embarrassing how poor the station options are here, none of them is in a central location to reach the actual places people will want to go in SLU like MOHAI. Please study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. If you must choose from the bad options you've already presented, please use Harrison Street, as it's slightly less awful than the others. 6. Denny Triangle The DT-1 on Westlake Avenue station looks like the best option to me, but please stop trying to make all of these stations so unnecessarily deep. Make this one shallower and provide updated vertical conveyance types. 7. Westlake Please use 5th Ave Station [DT-1] option, but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers. This is going to be a major station so lets get the transfer situation right here. 8. Midtown If open today, this would be my primary station to get to work, which is why I was shocked to see your pdf say that it would take 5 minutes(!) to reach the surface on the escalators. That is way too long, and totally unreasonable. Make the 5th Ave station as shallow as possible, and give us the most seamless, fast elevator options possible as well. 9. Chinatown/ID The 4th Avenue Shallow Alternative (CID-1a) is the best choice, but I was shocked to see that despite being labled "shallow", it will still be 50 feet deeper than the existing Chinatown station! That's awful. I should be able to walk in between the two stations through a single hallway without having to wait on endless escalators. You should study a shallow cut and cover build over the existing Downtown Seattle Transit Tunnel to bring this station in alignment with the existing one. This station is going to be a huge hub, if you cheap out on it now, it will hurt the whole system for decades to come! 10. SODO Please select the Mixed Profile Station [SoDo-2] and study construction further north at the existing SODO Station location to avoid having to pay for destroying the post office. 11. Delridge I genuinely can't believe that the only realistic option you've provided here is mostly dwarfed by a steel plant... You need to go back to the drawing bolard and study better DEL-6 options that are compatible with	Eric Bronson

	the Medium 41st Avenue Tunnel [WSJ-5]. Please don't remove this station, I'm sure there is a solution here that can align it with the others without making it a terrible station location. 12. Avalon Please choose the Retained Cut Station: Prefer WSJ-5 as it is shallower while allowing for a tunnel into the Junction 13. Junction Please select the Medium Tunnel 41st Avenue Station option. It's another good, shallow station that will make bus transfers and just reaching the surface easier. Plus, it's nicely located centrally in the Junction but not too close the Avalon Station. Overall, I'm excited by the new extensions, but I'm worried about how deep you want to build these stations, and in some cases, where you're trying to put them. Ultimately, I think we need to build this expansion well to accomodate future extensions, rather than trying to blindly cut costs and appease the noisy minority that oppose public transit right now.	
04/28/2022	As a transplant from NYC to Seattle over 35 years ago, I have experienced two urban Chinatowns that have been and continue to be racially, culturally, politically, economically and socially marginalized. Along with Seattle born family members, friends, colleagues and community allies, I can also attest to the relentless government, state agency and corporate interests that have long encroached upon and erased this city's Chinatown-International District (C-ID). Sound Transit's Draft Environmental Impact Study must acknowledge this continuation of structural inequity, racism and devastation that would be enacted upon the C-ID with any of the options in the West Seattle and Ballard Link Extensions project proposals. Those that include buildings and spaces along 5th Avenue South are especially unacceptable. Finally, I fully support recommendations put forward by the Wing Luke Asian Museum for this DEIS to integrate more intentional and inclusive exploration of the impact on the Seattle Chinatown-International District.	Christine Young
04/28/2022	Please heavily take into consideration that Longfellow Creek is one of the last two salmon bearing streams in the city of Seattle. This project is a great opportunity to increase salmon habitat connectivity to the golf course so that spawning salmon are no longer stopped at Gennessee street. In 1855 the Treaty of Point Elliot was signed and it states "The right of taking fish at usual and accustomed grounds and stations is further secured to said Indians in common with all citizens of the Territory." Any threat to the health of Longfellow Creek is in direct violation of this treaty, and by further reducing the already extremely dwindled numbers of salmon this area sees is an act of Indigenous Erasure. Please take into consideration the health of our green spaces and spawning salmon while making a decision on which route to pursue in this project.	Bri Castilleja

04/28/2022	? To: Sound Transit Board When you are making your final decision regarding the massive light rail construction project in the Chinatown International District CID please consider the serious impact it will have on the everyday lives of the CID community during construction. The Chinatown International District is Seattle's last ethnic neighborhood. The air pollution, noise pollution, street disruptions, displacement of businesses, displacement of residents on the blocks along 5th Ave S would severely hurt the already struggling neighborhood, which may not be able to recover. It is extremely unfair that this mega project is even in the CID neighborhood. Thank you, Jane Chan Sent from my iPad	Jane Chan
04/28/2022	I'm writing in support of the CID-1a, 4th Avenue shallow, alternative in the CID segment. CID-1a supports the project needs while avoiding the most significant property impacts in the CID neighborhood. While I support this alternative, I do understand the enormous impact that the construction will have on transit, particularly Metro and would ask ST to carefully consider ways to mitigate the transit impacts through construction management. No matter which option we choose, we're adding another large, city-wide construction project following the SR99 tunnel, viaduct demolition, and the bus tunnel conversion. I ask ST to consider the small businesses and neighborhoods facing another construction period, and find ways to save time, money, and impact.	MaryKate Ryan
04/28/2022	The "Ballard" station at 14th is way too far from the population center of Ballard (somewhere around 20-22nd & Market). If the station cannot be moved into Ballard itself, Sound Transit should look into other ways of serving Ballard, such as turning the Metro 44 into a subway connecting to Link at U-District station.	Skylar Thompson
04/28/2022	I'm a home owner in West Seattle and am very excited about the prospect of light rail coming to our area. I have a very strong preference to the short and medium tunnel options for the West Seattle Junction stop (WSJ-4 and WSJ-5). They're a great balance of reduced impact and minimization of displaced residents and business balanced with budget and schedule. If absolutely necessary to cover the budget increase, I'd be okay with dropping either of the other two West Seattle stops, making the remaining one more capable and increasing bus service to the remaining stops.	Jeramy Kimball
04/28/2022	Hi, my name is Rosanna and I live in Seattle. A multi-year construction project of a new Link station along the Chinatown-International District's 5th Ave S would be hugely disruptive to the neighborhood and community. Up to nineteen businesses in the historic core of the C-ID would be at risk for displacement, not to mention a disruption of access to landmarks like the Chinatown Gate and Hing Hay Park. I urge you to protect the cultural and historical importance and CURRENT COMMUNITIES in the Chinatown-International District by staying away from 5th Ave S options.	Rosanna Sze
04/28/2022	Please do not build in Chinatown, it displaces so many important businesses and impacts the culture of Seattle's historic Chinatown.	C Belai
04/28/2022	The Sound Transit's link extensions for West Seattle and Ballard is proposed to connect in Chinatown-International District via 5 options. 3 of those options will be extremely disruptive to the community as it will displace businesses, causes traffic, construction and pollution in the CID for the next 11 or more years. There are a lot of elders who live in the CID and this is harmful to them. I see daily many families and elders who have made this their home. Not sure why this is being proposed as there's already the I5 that cuts across the international district too. Thanks for considering my comment.	Krystle Ellis

04/28/2022	The underground 14th Ave w seems to be the most positive option. It displaces the least amount of residential homes. I want to know how Magnolia residents will be able to access this line. Would Metro improve their bus runs to bring residents to this line? Also, would there be some special student rates for Ballard High School students to make this more useable to them?0	Gale Shinozaki
04/28/2022	The 5th Avenue options for the CID light rail station will be detrimental to an area that has already been impacted by the construction of I-5 and the effects of gentrification. The community is supporting the 4th Avenue station option and i sincerely hope our voice will be heard.	Danielle Kuhlmann
04/28/2022	Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. Prefer WSJ-5 with a request to study a refined DEL-6 pairing. Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. This 4th Avenue choice is VITAL - respect the will of the Chinatown-ID community, and minimize construction and long-term impacts of a neighborhood that has been continually exploited and harmed by your agency and its partners. Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. What exactly should make me trust Sound Transit's ability to run escalators to such deep levels? I use the light rail daily, and daily, a minimum of one escalator and/or elevator is out of service on the stations I use, almost always without signage indicating that I need to alter my path midway through my descent. Current designs are a waste of time for abled folks, and a nightmare for disabled users, who should be the central priority for transit design. 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. Same as above comments - these mega-deep tunnels are ableist. Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. Preferred Galer Street Station [SIB-1]. Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Ask Sound Transit to study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.	Connor Descheemaker

04/28/2022	I am commenting specifically on the West Seattle Junction alternatives. I have been a West Seattle homeowner for the past fifteen years, prior to COVID and the lockdown I commuted either by car or water taxi to downtown five days per week. For ten years I rode the bus daily. I voted in favor of light rail construction in 2016. The events of the last few years, however, have changed many of parameters of the Sound Transit West Seattle link project. The budget is of major concern; $73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re- evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague and superficial, lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs, all which has created a diverse subset of people and businesses in West Seattle. The topography of West Seattle is vastly different than other neighborhoods in Seattle and an elevated line running to Avalon and the Alaska Junction vs a tunnel alternative not only displaces an overtly large number of our neighbor's homes that they can't hope to acquire again in this neighborhood due to rising home costs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare. I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit "spine" is still a good idea. But electric buses on expanded bus lanes and other "feeders" to that main line sound like more economically and environmentally practical. I will also point out that we removed a large concrete structure from downtown aka the viaduct for numerous reasons including increased pollution, noise, life expectancy and because it cutoff access to the waterfront. An elevated rail line in West Seattle comes with all of these same issues, especially in how it will transform our neighborhoods for the worse. It has been established that we need more housing not the displacement of 700 homes that will be completely wiped out. For the West Seattle Link Extension, please use: Pigeon Ridge/West Seattle Tunnel: – Delridge station – DEL-6, Andover lower-height option: lowest residential and traffic impact. – No Avalon station – Too expensive, too much construction in a critical location, and too close to the other stations. – Junction station – WSJ-3b: The Junction Jefferson Square Station option #6, terminating underground. – Medium tunnel option – Smaller footprint, no longer a significant cost difference, in line with Beacon Hill, Capitol Hill, Roosevelt among other stations.	Natalie Novak
04/28/2022	I was born in Seattle and spent the last 60 years growing up and working in chinatown.. your current plan to add the lightrail tunnel along it's western border will disrupt the smal mon and pop business which are there now... I was around when i5 divided the community... we fought hard to keep big developers from coming in and destroying the historical core... ... why is it when the light-filled went through capital hill and up to Northgate there were minimal impact... even building the downtown core there was no problem but to develop this new line they need to dig up the cid... if you build the west seattle and Ballard line like what they did in South Seattle then ok but if not because white communities have the clout to fight back then please treat our community the same consideration...	Rick Wong
04/28/2022	Please move the route away from 5th street and over to 4th. 5th street options will destroy this community.	Alisa Lee
04/28/2022	Move it to the 4th. You are displacing more locals and shutting down local family businesses. You are doing everything that is against equity and inclusion. Placing the station on 5th is pure institutional racism.	Kendy Trinh
04/28/2022	Hello, Im writing today to comment that the proposed 5th avenue route is detrimental to the Chinatown community and I urge you to consider other options. The 5th Ave route will close down more businesses and force more people to lose their jobs. This community is still recovering from the pandemic and the increase in xenophobia that it has caused. Please reconsider. Thank you.	Ian Nava
04/28/2022	Please move forward with the '4th Ave' Option as the '5th Ave' option would greatly impact the quality of life for the C-ID. The 5th ave option will have more detrimental impacts on our neighborhood after a history of construction impacts, xenophobia, hate crimes, and the pandemic as well.	Nikko Azucena

04/28/2022	When deciding where to build a station in the CID segment, please move forward with the 4th Ave options only. Building on 5th Ave will negatively impact the local community by disrupting, displacing, and eliminating key businesses there. The 5th Ave plan will also subtract anywhere from 20 to nearly 200 parking spaces in our growing city, where parking is already competitive. I was devastated to learn that my favorite businesses, such as Oasis, could be permanently shut down and the buildings destroyed to make space for the station. As a youth community hub and multicultural space, Oasis and the many other shops along 5th Ave must be preserved. Uwajimaya will also be negatively impacted, as reduced or nonexistent business and load zone access will cause business owners more financial strife. With the numerous Asian hate crimes and COVID-related economic crises that have happened over the past couple of years, another economic issue for these businesses could be fatal. In section 3.2.1 of the Appendix G: Environmental Justice, SoundTransit states, "The Seattle Chinatown Historic District is listed in the National Register of Historic Places and is a City of Seattle Landmark District, and is historically and culturally important to the Asian community and the City of Seattle." Given that SoundTransit understands the great cultural importance of the CID, please understand that building along 5th Avenue will work against SoundTransit's mission to support the greater Seattle area. Avoid building along 5th at all costs. Thank you for your consideration.	James Gray
04/28/2022	4th Ave not 5th Ave for the link to west seattle	Milana Barbosa
04/28/2022	I realize that Sound Transit had a well-defined public comment period that ends today. However, I feel compelled to submit a plea for an extension to that deadline. What's been proposed is so disruptive and impacting upon immigrant and marginalized communities, that those communities are generally challenged by language and levels of education, and the level of detail to the EIS so thick and nuanced, it is unconscionable to treat this as business as usual. It is only within the last week that this even got picked up in the local press (International Examiner and NW Asian Weekly) and tipped awareness on the street. Most residents and stakeholders to the community were simply caught off guard and were, until very recently, unaware of what is coming. Given the number of people and businesses that will be impacted and how late this is coming to public share of mind, I plead with you to consider an extension of an additional 90 days for the public to comment.	Tony Tsuboi
04/28/2022	The Link Expansion should be developed on 4th Avenue, as 5th Avenue is a core part of the International District and it's cultural identity. Many small businesses have already been displaced due to the COVID-19 pandemic and past construction projects. Any large construction project in the area, such as the demolition of the Alaskan Way viaduct and the 99 Tunnel, have already affected this community negatively and with great impact. The ID has been neglected by our city over the recent years, and displacing its primarily Asian community further could mean it will be lost forever, unless it is given the resources to thrive again in the future. If the expansion is to go forward, do not allow it to come at a cost paid by the people of the ID. Develop the Link Station on 4th Avenue.	Matthew Nguyen
04/28/2022	For the segment of new light rail running under the Chinatown-International District, please select the alternative routes adjacent to 4th Avenue S so that fewer residents are displaced and businesses disturbed in a region that has already heavily suffered from transportation construction (I-5, in particular). For the Ballard segment, opening the stations as scheduled should be preferred more than delays caused by the tunnel alternative, which is only being considered due to the coast guard's height clearance recommendations for super-yachts. Please remember that super-yachts only serve wealthy individuals who don't live here, while the light rail will serve the people living in our Seattle communities and who would like to be able to rely on a better transit system within the next 10-15 years.	Bryce Frisher

04/28/2022	I am an owner of a condo at 909 5th Ave. (5th and Madison) and am very concerned about this project. Unless you choose to route this project along 6th Ave through downtown Seattle I fear that there will be damage to our building and to the library and the Bank of California as the tunnel is dug and the trains run through it. On a personal basis I fear that even without the building damage, the value of my condo will go down as people complain about the noise, vibrations and stops near our condo. We have already experienced a great deal of disruption due to the repair work being done on Madison and I fear that there will be years more disruption and loss of value if the light rail project is built on 5th Ave. Please select the 6th Ave. route. Thank you for allowing me to comment. Anne Repass	Anne Repass
04/28/2022	I'm glad to see the expansion of the CID station! As you consider options, urge you to heavily consider the expansion on 4th Ave S. instead of 5th Ave S., which would severely impact the lives of PEOPLE, business owners and those who frequent the CID. Historically, Chinatowns around the country have been areas where voices and opinions of the people have been routinely squashed in order to serve the greater majority. I urge you to be considerate of a segment of the population that has had ENOUGH. I also request that as you present information to the public, please refrain from painting the 5th Ave options as the most ideal. These options are not ideal for our community. As you expand this rail system in service to the people, please remember the backs upon which the original railway system in this country have been built.	Bao Ng
04/28/2022	I very much agree with the response of the Wing Luke Museum to this Draft Environmental Impact Statement, and find the 5th Avenue alternatives to be too high impact and the others to need revision with consideration for the recent fragility of the area and its historic vulnerability to projects like this. Given the history of the city of Seattle's infrastructure and development projects negatively affecting the residents of the CID, along with national events and legislation having similar impacts, more discretion and care is required to adequately asses the actual environmental impact of the new light rail extensions on the current residents, business owners, and visitors to the Chinatown International District. Anyone who has loved visiting the CID over the years knows that it has gone through some tough times and deteriorating transformations lately. It has been sad to feel less safe there than I did five years ago. There are many factors in these changes, but any new project with the potential to upset the atmosphere and stability even further needs to take them into earnest consideration. Please do not continue with these alternatives until these issues have been addressed as requested by the Wing Luke Museum, to at the least an earnest attempt to do right by the community that calls the CID home.	Keegan O'Rourke
04/28/2022	This is a terrible Idea I am a CRM specialist and doing this would disrupt so much history and not to mention active people.	Jacob Waddington
04/28/2022	ES-23: My proposed tunnel WSJ-5 looks to be the least impactful in terms of displacement, noise, and road closures. After looking at the simulated visuals it feels like the elevated options although the 'least' costly of the options it causes potential headaches for residents in terms of look, noise, and view. An elevated platform makes sense, preferably the DUW-2 option shown on ES-10. As this option seems to require the least amount of movement around obstacles. However, if the region is seeing an increase in marine traffic and trucks this options may not be workable and in that case DUW-1a is my other choice.	Kelli Mazur
04/28/2022	Highly recommend the option: Tunnel 4th Avenue Stations (Shallow and Deep) Tunnel station under 4th Avenue South, west of the existing International District/Chinatown Station between South Jackson Street and Seattle Blvd South (two different station depths are being studied)	DENNY DANG

04/28/2022	Please do not build the train station in the CID. It will displace so many BIPOC owned businesses and residents, not to mention create a lot of pollution in the area. the CID is a space where so many Asian Pacific Islanders find community, and that block that you want to tear down will create more displacement. BIPOC households are already being displaced even further south. The CID is home to API community, building this train station and tearing down/redeveloping this block will further exacerbate the displacement. The CID has also already felt the economic impacts of the pandemic, with many businesses only now starting to start having more customers again. Many will either have to relocate or shut down for good with this development. Please find another space where a whole community will not be displaced or harmed. Treat this community with respect. BIPOCs have been redlined for ages. This continues that disparity. Sound transit should stand against this instead of furthering this inequity.	Gurdeep Gill
04/28/2022	This plan will impact so many lives and the disruption is so long that it was displace many people from their homes. This is not okay. To prioritize residents in West Seattle to increase convenience for them while causing inconvenience to Chinatown/International District is unacceptable. This is all we know as Asian Americans and you're taking a piece of what we, Seattle Asian Americans know. West Seattle is already getting a new bridge, they don't need a train as well. No one in the city is traveling to West Seattle. Only residents traveling to and from West Seattle would want this type of change.	Lina Le
04/28/2022	If you're aware that the negatives for the local community outweigh the positives and that this project will be deeply detrimental to businesses in the area then why continue? Residents of the city already have so many reasons to dislike city officials. Why give them more reasons? How about doing something that instills the community with faith in the system?	Hanan Diriye
04/28/2022	For the Ballard route I prefer the Preferred Tunnel 14th Avenue Alternative (IBB-2a)* choice. According to Table ES-8. Key Environmental Impacts of the Interbay/Ballard Segment Alternatives in the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement, this route displaces the least amount of homes and businesses. Many of the apartments/ condos in that area of Interbay provide more affordable housing options which we should not be taking away. Second, the visual and auditory landscape will be less busy and noisy with a tunnel option. Third, having the Ballard station on 14th allows for less disruption time on 15th Ave NW which is a main travel artery. Lastly, as a bonus, the cost for this option is one of the lesser expensive options.	Karine Dammer
04/28/2022	Please consider adding express buses from White Center, Roxhill, Arbor Heights, etc, that link up to the light rail, without stops in between. Or consider adding a foot passenger ferry from Fauntleroy to downtown.	Lauren Zondag
04/28/2022	I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support the Yancy/Avalon routes and oppose any alternatives that will impact the West Seattle Golf Course. The tunnel alternatives are unacceptable due to the loss of more than 3 acres of Park property. I prefer the Yancy/Avalon routes.	Jonathan Stroum
04/28/2022	With the NEW (recently announced) height limit requirement from the U.S. Coast Guard for a cross Ship Canal Bridge of 205 Feet of clearance, it is probably best to look at the Tunnel option. I wonder how far into Interbay and Ballard the bridge slope would extend? A Station Stop for the View at the Top for Tourists?? I could not find the New requirements for Width Clearance of a raised bridge such as a Bascule bridge. This, of course, is from the view of a Ballard resident. Over all Shallow stations would probably work better with most people.	Roy Pollock

04/28/2022	Beginning on p 64, the Alaska Junction Station: 1, there are four supermarkets in the neighborhood: QFC, Safeway, Trader Joe's, and Whole Foods. All of your draft plans take out the immensely popular and well-loved Trader Joe's, and, of the others, most of your station and route plans take out Safeway (as well as all the businesses located at Jefferson Square), as well as either QFC or Whole Foods. Being able to walk to supermarkets is one measure of a truly walkable neighborhood, and Sound Transit eliminates that. 2, I don't know about the cost, but would suggest an elevated line running down Fauntleroy. I am sure that traffic engineers can figure out how to reconfigure the arterials, but if the line could run down the middle of the street, perhaps all the housing and businesses could be preserved. (Another more costly alternative would be to underground the line, but ST is already under budgetary constraints.) 3, Convenience would be compromised, but if the Avalon Station is eliminated due to budgetary concerns, perhaps the WS line could be run along 35th SW., with ST taking care to avoid as much park land as possible. I know that topography would be challenging, but I think it might be worth considering. 4, This new West Seattle resident strongly opposes the gondola idea. I think as a tourist attraction that it would have much merit, but as a means of transporting a large number of commuters, I think it would fall far short of what is needed. 5, Finally, I admit that this is for entirely selfish purposes, but I implore you not to run the line down 41st, regardless of whether you are considering undergrounding it or constructing an elevated line. We are walking distance to everything (except our doctors), and, while I know that ST helps with relocation, I cannot imagine being able to find a neighborhood with anything close to everything here. It has been such a pleasure being able to walk nearly everywhere, and to hop on a bus to those places not within walking distance. Thank you for your consideration.	Gayle Sommers
04/28/2022	For the chinatown light rail expansion into W Seattle, the 4th Ave option is preferable. Disrupts fewer local businesses that have already been dealing with so much these last few years. Thank you for your time and consideration.	Heejoon Choi
04/28/2022	Please do NOT build the West Seattle/Ballard extension along 5th. Losing 5-19 historic businesses is unacceptable. The Chinatown/International District community has been hit hard by COVID-19 and the rising threat of gentrification. Building along 5th Ave would only increase the threat of displacement. Sound Transit should instead build the extension along 4th Ave in order to minimize harmful impacts to Chinatown/International District businesses. Please listen to the Chinatown/International District businesses and community groups asking you to build along 4th instead.	Roslyn Hower
04/28/2022	To whom it may concern, I'm going to spare you the cultural, historical, and personal significance of the ID, and the subsequent history of mistreatment of BIPOC. Because you obviously don't really care. Let's just play with the facts. These blocks employ on the low-end around 100 people in the area where the median income is around 30K, in a city where on the conservative side is 65K on average. So are you really going to make 100+ poor people poorer in a time of unprecedented inflation for a link extension? That will take years to be up and running, and that will be only a few blocks from the current stations north, and that will not net you a financial loss in the future? -Kanoa Wong	Kanoa Wong
04/28/2022	Please do not destroy the small 5th Ave businesses. 4th Avenue location will be less impactful.	David Escame
04/28/2022	I urge the city to choose 4th Ave construction options that disrupt as few businesses as possible.	Mairin Hackett

04/28/2022	Commenting on: section ES.3.1.2.2. - It's unfortunate that all of the options for the International District segment will have long term disruptions and displacement for the community. I think it's really important that we weigh the community and cultural impact of the different options in our final decision - for example, options 2a and 2b will disrupt a central area of the International District and displace a number of businesses that are core to the culture of our city and the district. The impact goes beyond the number of employees or businesses displaced, and will likely have a long term impact on the the culture of our city and will be disrupting communities beyond just the time of construction. We should make sure to weigh this negative impact against the positive impact on transportation that this station(s) will have and - for all four options - we should add in additional cost (if it has not been considered already) to support the people, businesses, and community so that they are justly compensated for the displacement.	Jonathan Walsh
04/28/2022	I recently bought a townhouse in the north Delridge area overlooking Longfellow creek. We moved to the area because we fell in love with Longfellow creek and the green spaces in the area. There are many birds and animals in the area (including beavers) and I fear the light rail will negatively impact the nature in our small neighborhood. It's only been in the last 10 years that people have poured resources in the area to invigorate these very things. I definitely believe the light rail is needed to connect west Seattle but I fear that what I loved about my area will be no more with intrusive overheard railways plowing through homes and green spaces. I would be a proponent of the light rail as long as it didn't impact Longfellow creek. Cutting through avalon by the steel factory seems like the best route. If possible underground stations like they have downtown and Capitol Hill would be best. I'm very concerned of the overheard blocking all the views and light in the neighborhood as well.	Alexandra Casabar
04/28/2022	If Sound Transit is truly "committed to centering communities along the project corridor", then you will center the Chinatown-International District community and NOT opt for the 5th avenue construction. Construction on 5th avenue will displace businesses that are of great significance to the C-ID, and will result in irreversible harm to the community and culture. The C-ID has already been negatively impacted via construction and development. This cannot go on. This city boasts diversity, but laws and policies are very much rooted in systemic racism and always disproportionately impact communities of color. Please do what is right and do NOT move forward with construction on 5th Ave.	Grace Masaoka
04/28/2022	I've seen the impacts of transit construction sites displace businesses, employees, and residents while fragmenting our neighborhoods decades. CID 1a and 1b are the ONLY Path forward that consider the cultural, economic and human implications of this project. Yes, transit is important but not at the cost of communities displaced to accommodate it.	Shara Maurer

04/28/2022	Hello Sound Transit Board & Staff, Yesterday, on April 27, the Chinatown International District (CID) community gathered at Oasis Tea Zone to learn and comment on the proposed station alternatives for the CID Station. We had 50+ attendees who submitted 25+ paper comments and countless online comments. We took turns asking questions, sharing our concerns, fears, and dreams for the CID. It was a really special place to be, amongst friends and community members who all cared for this neighborhood. Being able to gather in space together yesterday was everything. It reinforced for me why these places are so important, and why these spaces are the heart of the CID. Oasis isn't just a boba shop - it is where we catch up with friends, exchange information, have important conversations, and build relationships. These interactions also take place in our restaurants, cafes, bars, hair salons, grocery stores, herbal shops, and retail shops all across the CID. That was one of the reasons why COVID was so hard. We couldn't BE with each other in the same room. It speaks to the integral role of buildings, gathering spaces like small businesses, green spaces and parks, streets, and sidewalks. THIRD SPACES are the necessary facilitators of community. Many of our buildings are decades if not a century old. They hold memories and stories from generations of people who have called this place home. The 5th Ave S options would demolish, displace, or seriously threaten dozens of these places. If Sound Transit chooses any of the 5th Ave S options, especially when there is a viable option on 4th Ave S (CID-1a), you are deciding to tear apart the social, historic, and economic fabric of the CID. How will Sound Transit measure a loss of that scale when you tear down the Nagomi Teahouse, the Joe's Bar building, and Carpet King building? How will you account for all of the history that has taken place between those walls that you would bulldoze? You aren't just tearing down buildings. You are taking a wrecking ball to livelihoods, community gathering spaces, and a century's worth of community resilience and history. How will you put a mitigation price tag on the compounded harm that past construction and infrastructure projects have caused? The harm isn't just caused by Sound Transit tearing down these buildings in a few years or closing down these streets in a few years - the harm is done because we've barely had time to THINK about COVID recovery, barely had time to PROCESS the hate crimes that happened to our elders and friends in broad daylight. We've barely had time to catch our breath, and it feels like we are being knocked down again. How will you calculate for that compounded exhaustion and chronic fear that this community has had to bear? 4th shallow (CID-1a) is the choice that minimizes direct harms to the CID. CID-1a will reactivate Union Station as a transit hub! CID-1a will create much needed pedestrian and public realm connections between pioneer square and the CID. CID-1a will require the rebuilding of 4th Ave S, which is probably needed anyways because it's the same age as the West Seattle Bridge and we know how that's going... CID-1a will have more regional construction impacts, but that is fair choice. The CID should not be sacrificed for the sake of the larger transit system. What message are we sending if we can't protect and uplift neighborhoods like the CID? What will our cities look like if we displace communities like the CID? Sound transit should pick CID-1a, 4th Ave Shallow, as its preferred alignment. Sincerely, An Huynh	An Huynh

04/28/2022	“My name is Jacqueline Nguyen and I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a community member and avid visitor of the CID, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses (at minimum 5 and more likely 19), detour thousands of vehicles through the neighborhood’s pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. We urge Sound Transit to reconsider options on 4th or 5th ave and instead look to other options that will not displace our beloved residents and businesses in the CID. Thank you.	Jackie Nguyen
04/28/2022	My name is Albert Wang and I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a community member, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses (at minimum 5 and more likely 19), detour thousands of vehicles through the neighborhood’s pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. We urge Sound Transit to reconsider options on 4th or 5th ave and instead look to other options that will not displace our beloved residents and businesses in the CID.	Albert Wang
04/28/2022	I am very concerned about the option that would impact 5th Avenue businesses. People that I love very much will be impacted. I am worried about the long term impact to businesses . I am also concerned about the negative impact that the noise and construction would cause. If the lightrail passes directly through the neighborhood, which includes parks the result would be very sad.	Stephanie Greene
04/28/2022	The DRAFT EIS and its impact on the CID- fail to fully address and account for the ways in which the displaced small and immigrant owned businesses, the disruptions to historical buildings and places and the overall construction plans will irreversibly change the neighborhood and decimate what is left of one of the few remaining Chinatowns in the country. Sound Transit needs to do better! If not, Sound Transit adds to the racist legacy of redlining, stadium parking spot paving, and freeway building through immigrant neighborhoods that the district has already endured. The impacts of all the "alternatives" are too disruptive on the CID.	Michelle Benetua

04/28/2022	Thank you all for the wonderful hard work you've done towards improving our region. This Draft EIS is a phenomenal product and I am proud to participate in this democratic process. As a long-time supporter of Sound Transit, however, I am deeply troubled by the alternatives we are considering for this project. From what I can tell, we're about to build a rail line whose cost will top $12 billion only because it needs to go over and under existing rail lines. And nowhere in any official planning document is a consideration of the costs of utilizing those existing lines. I understand there are good reasons that make it difficult to work with BNSF and other vested interests on questions like track rights and infrastructure. But do these reasons truly outweigh the enormous financial expenditure and environmental impact we're about to commit in the twenty-year construction of the WSBLE? Because even a casual observer can note just how underutilized our existing heavy-rail infrastructure is. It's upwards of 20 minutes between trains travelling either direction on the Salmon Bay double track; there are over 16 tracks at the Interbay yard, and 15 on the Eliot Bay waterfront. The Great Northern tunnel—one the WSBLE will spend billions to build around—is hardly used. There are over twenty tracks, usually sitting empty, at the Argo yard on the Duwamish—to say nothing of the always-up West Seattle railroad bridge. Even the troublesome Ballard Terminal Railroad, long the bane of cyclists like myself, is easily reimagined as a trolley line with wonderful connections to Fremont, Shilshole, and Downtown. But rather than explore a public-private partnership to use, upgrade, and expand this existing infrastructure that already serves 80% of the target area, we're going to drill new tunnels with unusably deep stations (page 2-54), construct enormous and unsightly elevated lines, displace hundreds of residents and business, and squander billions of dollars that could be turned to the myriad issues facing our region. And to the best of my ability, I cannot find any consideration of using BNSF lines in this Draft EIS (even in Annex M) or in the original 2014 exploratory document. I am deeply supportive of expanding transit in our region, especially effort on Bus Rapid Transit, bicycle lanes, and congestion pricing. But the absurdity of this proposal—spending $12 billion to build elevated train tracks over unused train tracks—demands reappraisal. Thank you again for your hard work, and I look forward to starting this conversation.	Henry Pedersen
04/28/2022	My name is Dillon Nishimoto and I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a community member with deep connections to the CID, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses (at minimum 5 and more likely 19), detour thousands of vehicles through the neighborhood's pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. We urge Sound Transit to reconsider options on 4th or 5th ave and instead look to other options that will not displace our beloved residents and businesses in the CID.	Dillon Nishimoto

04/28/2022	My name is Nate Baum and I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a community member who cares deeply about Chinatown/International District, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses (at minimum 5 and more likely 19), detour thousands of vehicles through the neighborhood's pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. We urge Sound Transit to reconsider options on 4th or 5th ave and instead look to other options that will not displace our beloved residents and businesses in the CID. It's phenomenally frustrating and dishartening that in 2022, the CID would have to continue to be massively threatened by government action.	Nathaniel Baum
04/28/2022	As a resident in CID, I am very concerned of Sound Transit's consideration to build a station on 5th (CID-2a and 2b). This station will heavily bite into CID, and I fear the impact the construction will have on the health and well-being of the elders and families in the community, along with the instant and gradual eradication of businesses and landmarks based on this decision.	Jimmy Chung
04/28/2022	The 4th Ave S alternatives are preferred as to not seriously impact businesses in the neighborhood. Let's do what we can to protect our community members and their livelihoods!	Kaylyn Cardella
04/28/2022	Junction: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. Avalon: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5] SoDo: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. Westlake: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Denny: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. Uptown: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. Smith Cove: Preferred Galer Street Station [SIB-1]. Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Jettison the moveable bridge. Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment.	Alec Georgoff

04/28/2022	Hello, I am a newer resident to Seattle as of Oct 2021. I love the transit system this city currently employs, and I fully support the expansion of light rail throughout the city. I am also a resident in the International District/Chinatown. I fell in love with this neighborhood as soon as I toured it when I was searching for housing. I love its rich cultural history, the vibrant restaurant options, Hing Hay and Donnie Chin and Kobe Terrace parks - it's a district filled with small local businesses, and together, they make up the very soul of this neighborhood. Public transit expansion requires disruption to existing neighborhoods, there is no denying that. For the considered options for the Ballard Link extension in the ID/Chinatown, I implore you to opt for the 4th St options. The Chinatown-International District and by extension its Asian population, is one of most beleaguered communities affected by the ongoing pandemic, including but limiting to xenophobia, harassment, physical assault, loss of business/revenue. You mention yourself that a large population of C-ID is low income (Section 4.3.4.1.2, Demographics), and that in the grand scheme of the Ballard Link extension, the C-ID is the only affected community that is predominantly minority and low income (Appendix G Environmental Justice, page 7-1, Conclusion). The 5th St options for a new station would have the highest disruptive effect on our already struggling neighborhood, you would destroy the homes of Oasis Tea Zone, Ping's Dumpling House, Pacific HK Cafe, and many others. The businesses in the neighborhood would see a dramatic loss in revenue - we are already struggling. As you've noted on Page 4.3.4-8 | West Seattle and Ballard Link Extensions Draft EIS, the C-ID "is listed in the National Register of Historic Places and as a Seattle Landmark, and is historically and culturally important to the Asian community and the city of Seattle. The Chinatown-International District has high neighborhood cohesion." The 5-11 years of construction for the 5th St station would permanently alter this historic place and scar the neighborhood cohesion you've so observed. Please, please elect for the 4th St option, and minimize the disruptive effect on our already struggling community. Thank you.	Kevin Kim
04/28/2022	My name is Melanie Kristoferson. I am submitting a comment on the proposal to expand light rail to Ballard and West Seattle. As a supporter of Seattle's AAPI community, I would like to see further engagement in asking affected CID community members how these 5 proposals will affect their residences, businesses and overall quality of life. I reviewed all 5 options and they all include displacing peoples homes and businesses for a significant period of time. I urge you to consider alternatives that are not disproportionately impacting the many POC who live and work in the CID.	Melanie Kristoferson
04/28/2022	Our community highly values our small businesses. The plan to build on 5th Avenue will displace a huge number of minority-owned small businesses that we hold close to our heart. If Sound Transit truly values diversity, please consider building on 4th Avenue so we can continue to preserve this historical part of the city.	Carly Reni

04/28/2022	When choosing where to build the extension tunnel, I strongly encourage the board to select one of the Fourth Avenue options to preserve the priceless cultural, social, historical, and economic legacies of the International District community--including the 19 to 27 businesses with 170 to 230 employees that would be negatively impacted. What will these small business owners and workers do if their livelihoods are lost? What will Seattle be without the vibrancy, charm, and unique contributions of the International District (ID)? Because if you decide to build the tunnel on Fifth Avenue, you are accepting to permanently destroy and alter this neighborhood for the rest of history. The ID has experienced several major changes throughout Seattle's history, and it won't survive such a massive project. So many ID residents, particularly seniors, are heavily reliant on local businesses and people they know and recognize, that speak their native Cantonese, Mandarin, or Vietnamese, etc. to get through their days and weeks. If you choose to build the tunnel on Fifth Avenue, the board will be making an inequitable choice that tells the people of Seattle that the ID neighborhood and community don't matter--that the mostly-people-of-color residents and businesses of the ID are (yet again) second- or third-class. And that erasing history and culture is acceptable or encouraged. Please do not build the extension tunnel on Fifth Avenue and choose one of the Fourth Avenue tunnel options. By doing so, you can feel peace in knowing that you did not destroy a major part of Seattle's history and culture, leaving it for current and future generations to enjoy.	THANH-TAM VU
04/28/2022	I am writing because I am STRONGLY OPPOSED to the CID segment being constructed on 5th Ave. Both CID-2a and CID-2b would be devastating to the neighborhood and force the closure of a number of historic businesses that are part of the heart of the CID. These businesses are part of what makes the CID the vibrant neighborhood that it is. It is unlikely that most of these businesses would be able to weather the disruption caused by the lengthy construction. Additionally, construction of a 5th Ave. station would be horribly disruptive to the daily lives of all the Seattelites who call the CID home. Please do not do this to the community here. The 4th Ave. options are much less disruptive to the people actually living in the neighborhood, the people who will be MOST affected by the decision made. The 4th Ave. option does far less damage to the heart and soul of the neighborhood. I implore you, go with 4th.	Abigail Hert
04/28/2022	Hello, I would like to submit a comment regarding the final placement for the proposed link station in china town. I think that the 4 th Ave S option would be the best placement because it would limit displacement and disruption of Asian owned businesses. I use the light rail weekly and I appreciate it but I would hate to see it's further development cause the closing and displacement of small businesses.	Theodora Fanning
04/28/2022	While I support the increased access to public transit, especially for the ease of access for those who live & work in the C-ID and the potential business it will bring to the C-ID community, I implore you to select the 4th Ave option which will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood.	Janet Shaw

04/28/2022	Dear Sound Transit, As a Board member of Delridge Neighborhoods Development Association (DNDA), I submit the following comments on the Draft Environmental Impact Study of ST3: For the Duwamish crossing, we urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). We believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Further, the North Crossing avoids residential displacements, and has the least number of displaced employees. For the Delridge Segment, we encourage you to choose the Preferred Dakota Street Station Lower Height (DEL-2a). Our priority is that any route traveling along SW Genesee Street should travel along the south side of Genesee, to avoid the north side of Genesee where Longfellow Creek remains one of two salmon-bearing creeks in the City of Seattle. The loss of parkland in this instance is from the West Seattle Golf Course, which should not be prioritized, as it is neither an environmental nor local community benefit. DEL-2a also provides high opportunity for equitable transit-oriented development around the Delridge station. As outlined in the Racial Equity Toolkit analysis, bus/rail integration should be prioritized, specifically in proximity to Delridge Way SW. Many transit riders will be accessing Sound Transit from South Delridge, White Center, Burien, and beyond, and the ST3 Delridge Station should be close to Delridge to provide an accessible transfer experience, inclusive of transit riders of all abilities. For this reason, the Andover Street Station options should not be considered. The lower height guideway through Delridge should be prioritized for easier transfers and to retain the character of Youngstown and North Delridge, a vibrant and historic neighborhood. We urge you to focus on investments to improve safety throughout the Delridge station area. Improvements to lighting and hillside staircases will be necessary to prioritize community safety and effectively serve Sound Transit's ridership. There is an opportunity with ST3 to remove the culvert under SW Genesee to further restore Longfellow Creek, which could help Sound Transit mitigate other project impacts. DNDA would welcome partnership with Sound Transit here. Thank you for your consideration, and we look forward to continued partnership with Sound Transit. Aaron	Aaron Edenshaw
04/28/2022	I am writing to comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, notice of which was issued on January 28, 2022. The project proposes expansion within the Chinatown International District, and I believe that any expansion within the CID would be harmful to the local community. My grandparents, friends, and family reside in the CID, and I know well how negatively this expansion would effect them. I support the Wing Luke's letter stating the effects and this expansion would have on the neighborhood. I ask that the impact is explored through research and considerations of the local community's experiences and needs. What is best for the locals of the community should be prioritized and uplifted, especially with a careful consideration of the particulars of being an ethnic minority neighborhood with a long history of marginalization and discrimination. Even today, in 2022, the CID has faced especially hard sociopolitical circumstances due to Covid-19 and the associated anti-Asian racism that has increased due the pandemic. The neighborhood's needs deserve to be prioritized, as to preserve and support an already struggling and marginalized area rich with culture and community. Regards, Madison	Madison Zack-Wu

04/28/2022	I request that you do not disrupt the elderly community living on Main Street that need to walk down 6th Ave to get to the grocery store - Uwaijimaya. Please place the station on 4th Ave.! Or consider placing or researching another station location just south of the shell station, south of Uwaijimaya where there is a lot more property that will not disrupt the living and working or commuters. Location options: property on the cross streets are Seattle BLVD/ Airport way and 6th Ave. property at 820 4th Ave S, Seattle, WA 98134 These are more convenient to game traffic as well as extending the neighborhood opportunities south vs displacing the current community.	Christa Thomas
04/28/2022	Have you thought of the impact for the community in this area? Please consider listening to the voices of many who are concerned about this project.	Julia Le
04/28/2022	Starting construction on 5th Ave to expand transit is not only harmful to the International District, but also unnecessary. Demolishing businesses in the neighborhood when there are alternative areas to achieve the same end makes no sense. As a resident of, and someone who works in, the ID I believe that construction on 5th Ave will do irreparable harm to the neighborhood and the livelihoods of many.	Sean Arakaki
04/28/2022	More exploration needs to be done to determine a CID station does not result in displacement. The cumulative impacts fall short of taking into consideration present-day displacement pressures in the CID. The conclusions in the neighborhood cohesion section need to take into account the current fragility of the neighborhood due to past public infrastructure projects.	Tera Beach
04/28/2022	I would like to lend my voice to the detailed and comprehensive statement composed by the Wing Luke Museum - I would strongly urge The Sound Transit Board of Directors to take into serious consideration of the oversights and historical contexts provided by Wing Luke Museum in their open letter and conduct a more thorough study on the impact this project could have to the local neighborhood and community's livelihood.	Lenny King
04/28/2022	The International District of Seattle is an important, culturally and historically significant neighborhood in Seattle that must be preserved. I am confident that arrangements can be made to accommodate the very real need to expanded transportation AND the small businesses in the area. They have already been through so much with the pandemic and the systemic oppression of racism, their needs must be prioritized when any decisions are made.	Diane Santiago
04/28/2022	Im excited for increased public transit options, especially for the ease of access for those who live & work in the C-ID and the potential business it will bring to the C-ID community. However the 4th Ave option is the responsible choice as it will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood."	Angela Hu

04/28/2022	This comment is regarding the Avalon station planned for the West Seattle route. There have been mentions of removing this station in order to save money, but I wanted to say that doing so would only be more costly in the long term and an absolute mistake. Within the next 3 years there are an additional 800 apartment units planned to be built on the streets surrounding the station. The majority of these also do not offer parking. Removing these stations would affect all the current residents and future residents in the area. Walking a mile to the Junction station is unreasonable and inaccessible, and no buses take the drive to where the proposed station for the Junction will be. By removing this station the only thing being created is more inconvenience and more reasons for people to purchase a car and not use public transportation. In cities such as NYC and London. When looking at NYC subway stations are placed on average within 600-700 feet or each other, but the removal of the Avalon station would create a 5000 foot distance between it and the next closest station. Avalon is also already a hub for buses, so in removing it you would be adding an additional bus ride to use the light rail. The light rail should be built with thoughts of the future, especially the future within the next 10 years and not with the current cost savings in mind, only to be dealt with later generations to fix. The Junction station should also use the Preferred Tunnel 42nd Avenue Station Option (WSJ-3b)* route. The station would then take passengers directly to the Junction, which is where the majority of them would want to be, instead of requiring passengers to get off and walk up hill to the Junction. Once again, in NYC and London you see their stations exit directly at the points of interest, instead of requiring passengers to walk. For convivence and, once again, promotion of light rail use the route should be shown as a better option than driving.	Paige Goldman
04/28/2022	No matter the location, station construction will require nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day. Cumulative impacts around the community's ability to stay and thrive remain unaddressed. But if I am to pick an option, I would suggest that Sound Transit does not build the new link light rail station entrances on 5th avenue, but instead to build it on the 4th avenue. Because if you build it on the 5th avenue, it will displace many C-ID small businesses and result in the demolition of buildings that currently house Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. Therefore, I would support the build of the new link light rail station entrance on the 4th avenue.	Cindy Wang
04/28/2022	The current proposal DOES NOTHING to benefit those that ALREADY live and work here. Yet again, city/county policy seems to benefit the future residents/business that will REPLACE the current residents and workers. We're tired of being selected to be in the red lines.	Patrick Burke
04/28/2022	My name is Stephen jeong, nd I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a community member who shops and visits the CID, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses (at minimum 5 and more likely 19), detour thousands of vehicles through the neighborhood's pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. When the streetcar came into this neighborhood, the businesses were adversely affected for several years, and with the disruptions experienced through COVID, this neighborhood cannot withstand another construction period that will disrupt retail and revenue. I urge Sound Transit to reconsider options on 4th or 5th ave and instead look to other options that will not displace our beloved residents and businesses in the CID.	Stephen Jeong

04/28/2022	I co-own and operate a business that is in the path of the preferred alternative route of the Ballard link extension. Our business has invested thousands into improving our space with the expectation that we will be there for many years to come. What sort of compensation will small businesses like mine be given in the event of a seizure of the buildings they occupy? Relocation costs will be immense, not to mention the loss of income for these businesses and their employees during relocation. It is my view that these sunken and future costs must be taken into account, especially after so many small businesses are struggling post COVID.	Marshall Petryni
04/28/2022	Please do not make China Town businesses close and/or inaccessible during this project. Anti-Asian hate has been rampant in this country, particularly since the pandemic began, and the international district has seen many construction disruptions over the past few decades of development. Shutting down streets, demolishing buildings, etc will only harm the Seattle Asian community that is a necessary part of the city of Seattle. Please do the right thing and choose the least harmful path. Please do not close down businesses or disrupt their opportunity for sales. Do the right thing.	Jadyn Holmgren
04/28/2022	I strongly oppose all proposed station alternatives for the Chinatown International District and urge Sound Transit not to move forward until you are able to create an alternative that does not disrupt and displace the neighborhood. I am a resident, worker, and organizer in the CID. This is my home. This is my community. As a Chinese American with familial roots here, it is my history as well. This is a neighborhood where people have lived for generations. We are STILL HERE. We've been fighting this same fight for decades! When is it our turn to thrive? Whether it's the I-5 freeway or King Dome, the city is cutting us smaller and smaller. A community member said, "every inch of land we give up is an inch we won't get back." The gentrification of the neighborhood is CURRENTLY devastating. Residents are getting priced out. Small businesses are competing with international chains. Houseless neighbors are being criminalized. These issues are happening NOW. Much of the neighborhood won't survive ST3. Street closures, traffic rerouting, and construction will drive away business and disrupt the lives of residents and workers. The environmental impacts of both construction and the stations proposed would decrease the quality of life for our neighborhood. This is environmental racism. Our neighborhood is home to elders and children who are most vulnerable to air and noise pollution. The current DEIS does not do enough to address this. The proposed sites on 5th Ave demolish buildings that are contributing buildings to the historic district. Even the buildings that aren't considered "contributing" by the city have a rich history. Demolition should not be an option. While ST has funds for businesses to relocate if their building is demolished, there is no foresight and support for long term adverse affects of a new station. Across the country, transit hubs are a sign of gentrification, displacing current residents. How is ST accounting for all the folks who will be priced out of their homes in the long run? For the businesses who are provided financial support, there's no guarantee that they would be able to reopen in the neighborhood. The DEIS does not address the loss of business throughout the neighborhood during the time of construction. A local business owner shared that the sidewalk in front of their business was under construction for 6 months and they lost 80% of their usual business. EVERY business in the neighborhood will feel the impact of ongoing closures and construction. How will ST compensate this? The DEIS is not at a stage where the community feels comfortable moving forward on any of the proposed locations. Fear and miseducation has led some to advocate for one of the 4th avenue sites because they thought you were making them choose. They know they're picking their own poison but think they don't have a choice due to a lifetime of discrimination, racism, and oppression. We have the right to self-determination. My community is asking you to listen to us, to truly consider the PEOPLE you will harm. I value the opportunity to give feedback and I urge Sound Transit to listen to the most concerned voices. We're scared for our homes, our neighbors, and our businesses. Please do not move forward with ANY of the options presented in the DEIS.	Meilani Mandery

04/28/2022	I echo the comments of the Wing Luke Museum. As the the designer of the museum, I learned first hand as a part of the design process the really hard work it has taken the CID to keep this vibrant community whole. It is a treasure locally, regionally and nationally. Please review carefully the issues the Museum brings discuses. I look forward to your response. I know that you all know this neighborhood well. Thank you, Rick	richard sundberg
04/28/2022	I will keep my comments short. First, I am not in favor of Sound Transit for West Seattle as I think the long term environmental impacts to the wonderful ecosystems here - loss of trees and the birds and wildlife they support particularly in the Delridge area are not worth it. Tree loss also means elevated urban heat island effects.. Since apparently this will happen anyway (I do support the Sky Link proposal but I realize that is not in Sound Transit's interest) then the option with the least ecosystem impact is the West Seattle Tunnel option. Please consider the harmful impacts from habitat loss to tree ecosystems as well as to Longfellow Creek of the other options. West Seattle is one of the most beautiful parts of the city of Seattle, with extensive tree cover. Those huge elevated columns and tracks will ruin the appeal of living here for people and creatures.	Katherine Minsch
04/28/2022	When deciding where to build a station in the CID segment, please move forward with the 4th Ave options only. Building on 5th Ave will negatively impact the local community by disrupting, displacing, and eliminating key businesses there. The 5th Ave plan will also subtract anywhere from 20 to nearly 200 parking spaces in our growing city, where parking is already competitive. I was devastated to learn that my favorite businesses, such as Oasis, could be permanently shut down and the buildings destroyed to make space for the station. As a youth community hub and multicultural space, Oasis and the many other shops along 5th Ave must be preserved. Uwajimaya will also be negatively impacted, as reduced or nonexistent business and load zone access will cause business owners more financial strife. With the numerous Asian hate crimes and COVID-related economic crises that have happened over the past couple of years, another economic issue for these businesses could be fatal. In section 3.2.1 of the Appendix G: Environmental Justice, SoundTransit states, "The Seattle Chinatown Historic District is listed in the National Register of Historic Places and is a City of Seattle Landmark District, and is historically and culturally important to the Asian community and the City of Seattle." Given that SoundTransit understands the great cultural importance of the CID, please understand that building along 5th Avenue will work against SoundTransit's mission to support the greater Seattle area. Avoid building along 5th at all costs. Thank you for your consideration.	J. Maynard-Zhang
04/28/2022	Please don't move forward with the fifth Ave option. Respect the community in the area and their needs!	Abe Poultridge
04/28/2022	The sound transit proposed link work for 5th Ave. will cause a disproportionately negative effect for the international district and it's community (residents, businesses, etc.). Please consider instead the 4th Ave. location.	Anthony DiJulio

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections Thank you for your consideration. Stephanie Ballard 1524 Magnolia Way West Seattle, WA 98199 (702)767-8004	Stephanie Ballard
04/28/2022	West Seattle lines. Must be tunnel. Elevated routes will ruin neighborhoods and, frankly, will ruin West Seattle as a whole. The land acquisition costs St will pay, and the impact costs that ST must pay for properties not condemned, will far exceed those costs for a tunnel route. If you want to destroy West Seattle, go elevated. If you want to minimize impacts and perhaps even enhance quality of life in West Seattle, go tunnel.	Dennis Greenlee
04/28/2022	Hello, Thank you for the opportunity to comment on the draft EIS for the West-Seattle Ballard Link Extension. I highly encourage the policymakers and decision makers to choose the 4th Avenue Shallow Station option for the Chinatown International District (CID) station. This station has the least impacts on neighborhood businesses and future ridership. The opportunity to rebuild the viaduct/2nd Ave Extension and integrate with existing facilities at Union and King Street Stations make this the obvious choice to best support current and future riders, residents, and employees/business owners in the area. As a High Point resident, I am also interested in West Seattle options - clear and frequent connectivity between local bus routes and the future station will be needed for convenient transportation to and from our neighborhoods. Thank you, Katrina Nygaard High Point, West Seattle	Katrina Nygaard

04/28/2022	I am most concerned about how this project will affect the Chinatown-International District area (ES.3.1.2.2., executive summary page 25-29). In particular, I am strongly opposed to the 5th Avenue Shallow Alternative (CID-2a) and 5th Avenue Deep Station Option (CID-2b). They both bisect the C-ID neighborhood, will cause incredible disruptions during construction (noise, traffic diversions, etc.), and will displace 18 to 27 businesses - an unacceptably high number. The people who live and work in this neighborhood do not deserve to be so shamelessly exploited. Please consider other options, including avoiding construction in the C-ID neighborhood entirely. Thank you.	Jeff Zhao
04/28/2022	Look into a station that serves the heart of Ballard, in the vicinity of 20th Ave NW and NW Market St. I am concerned about access near 15th Ave NW or 14th Ave NW, as this will have great impacts on being able to get to actual Ballard. Additionally, the station should be designed as shallowly as reasonably possible. The impacts of construction should be weighted with significantly less importance than the impacts on operations and ridership. With a tunneled approach and station almost certainly being a requirement, a 20th Ave NW station seems very feasible, even if third-party funding is required. In South Lake Union, consider a shallower station located in the heart of the neighborhood, instead of along SR 99. A station could be located near Westlake and Republican, even if the right of way had to be used in its entirety. Again, the impacts of construction are significantly less important than the impact of a properly functioning system. For Denny station, consider a station farther to the east, near Minor Ave and Fairview. The positive impacts of a station at Westlake and Denny are minimal as they are within walking distance, and there is other transit such as the streetcar that cover the corridor. A station farther to the east would increase coverage immensely. Additionally, this station should be shallow as possible to positively impact station access. The additional Westlake station should consider any opportunities for a shallower station. The impact of poor transfers with a deeper station would be significant. Midtown station should consider the impacts of its depth on vertical conveyance. The CID station should be placed on 5th ave due to impacts on transfers to the existing station. Additionally, this presents the opportunity to use cut and cover to construct the tunnel north of the station. The alignment between Denny and International District should consider cut and cover construction methods to positively impact project cost and station access due to shallower stations.	Casey Bryant
04/28/2022	I would hope that Sound Transit decides on 4th street. Cutting up the ID and displacing residents must be avoided as much as possible.	Rian Ruyle

04/28/2022	I have lived in Seattle for about 8 years now, and the C-ID has always meant a lot to me. It has always been a community where I have felt at home. I regularly visit the neighborhood to buy groceries, eat at restaurants, attend events, and hang out. I also worked as an Interpretive Lead at the Wing Luke Museum of the APA Experience in 2018, sharing and teaching the history of the C-ID neighborhood and community. The current proposed DEIS alternatives for the Light Rail expansion in the C-ID are unacceptable. They do not support the community and are not just or equitable. I support accessible public transportation but not at the cost of displacing, disrupting, and gentrifying a historical and cultural treasure and community. These small businesses and restaurants, much of the heart of this community, that have already been through so much hurt and loss from the pandemic and anti-Asian racism cannot take years of construction disruption and displacement. The neighborhood is already facing so much gentrification; these alternatives would displace so many businesses, lay off too many employees, and make the neighborhood unaffordable and unwelcoming to the multigenerational families and elders, spurring even more rapid gentrification. The City of Seattle has a long history of hurting this community—i.e. anti-Chinese riots, Japanese incarceration, etc—and moving on with transit plans without the community's input—i.e. I-5 cutting straight through, building the Stadiums where they are, etc. Please do not let this happen again. Please explore other options to the proposed alternatives to not result in displacement and irrevocable destruction to the C-ID's history, culture, and character. There is nowhere else quite like this neighborhood, and I want it to there, as it is, in all its grit and beauty for the future.	Justine Chan
04/28/2022	My concern is largely with the options closest to Highland park and Delridge and ensuring that they allow for easy walking, biking and busing for residents of the south east portion of West Seattle. I am concerned that certain alternate options do not service this area well because of their position closer to the junction. I also do not understand why portions of the golf course owned by the city is not being used to mitigate house purchase costs and allow for the houses already there to stay. Seems like a missed opportunity.	Kat Beame
04/28/2022	Vulnerable and minority communities are continuously being affected greatly in the name of public good. These drafted plans will only continue to displace and threaten the existing vulnerable population in this area. I'm all in for support for increasing and expanding accessibility for public transportation as the population continues to increase in Seattle. But these plans in no way or shape made with consideration for the existing businesses and livelihood of this community. It will only damage the already threatened Chinatown-International District even more. From dealing with gentrification, hate crimes, vandalism and looting, this area does not need years of disruptive construction. These streets, these businesses, these people are what makes this community special. Please reconsider and think of a solution that will not displace and harm the existing businesses and people. These plans are not an acceptable solutions.	Sandy Luu
04/28/2022	Kicking out POC in the C-ID can't be the only option for Sound Transit. Destroying communities doesn't benefit anyone	Trish Deignan
04/28/2022	In short, I consider Seattle's Chinatown-International District "my Chinatown." Having grown up in Honolulu, Chinatown has been my home away from home for more than 30 years. Chinatown went through a relocation and been severed in half, with the biggest concern being that Chinatown inhabitants may not survive Sound Transit's mega-project this time around, with the proposed decades long building timeframe. This is extremely disconcerting to me, a Native Hawaiian, aka Asian-Pacific Islander. More so, following the two-year long Covid-19 pandemic, then fast forward to my Asian acquaintances who were fearful leaving their homes after learning others were physically attacked in their own neighborhoods --- this neighborhood in Seattle's Chinatown, International District, a multi-ethnic community. I agree with Wing Luke's Chinn where she stated, "There were structures in place to disenfranchise Asian American communities." Whether it be 4th Avenue or 5th Avenue, I am equating this all to "redlining property", and it's inhabitants and businesses, that property being my Chinatown, Seattle, USA."	NOEL WOODARD

04/28/2022	I support the 4th Ave Shallow option, but I believe that more should be done to engage with the historic CID community to take this option from being the "least harmful" for the CID to "most helpful" for the CID. I believe that providing more public transportation to and from the CID will be overall beneficial, but the impact to the community and businesses from the construction of this new station could be detrimental. As you well know, there is a long history of transportation expansion being used to bisect and harm BIPOC communities and benefit white communities. As a resident of Seattle and a frequent patron of CID businesses, I hope Sound Transit can adjust the plans for construction to have a low impact on businesses in the short and long term. It's your job to make sure the CID remains alive and thriving through expanded access to public transportation, don't let this community down.	Brittany Pham
04/28/2022	Please do not displace Ping's Dumpling House and Oasis with the new Light Rail construction project. The proposed 4th Avenue station is the best option by which to preserve all of the E&I goals of the project.	Natalie Gray
04/28/2022	I am a property owner on 41st Avenue that will be directly impacted by several of the proposed alternative options for the light rail. I have major concerns of WSJ-1, which would put the light rail directly elevated above (or closely above) my home, greatly impacting ability to rent property in this area. WSJ-5 would require that my home be demolished altogether. This is also a significant concern to me given that I (and my neighbors) will have no control over the independent appraiser selected, nor can we say at this time what the market rate will be at the time of assessment. This places an incredibly unfair disadvantage to homeowners and removes their ability to exercise any discretion over the longevity of their own assets. Further, my home is also a duplex which houses two families. Many of the homes on 41st Avenue (and other direct paths) are the same. Housing, especially rental housing, is already in shortage. Removing housing is irresponsible and will have a direct impact on the vibrancy of the Alaska Junction, and the businesses who desperately rely on residents of this area to support their businesses. I urge Sound Transit to consider this and place emphasis on WSJ-3a or WSJ-3b as the preferred solutions. Thank you	Elizabeth Armstrong
04/28/2022	How will property owners be made whole on lost and irreplaceable signage income? Our potentially affected properties have billboards based specifically on their location that generate revenue streams that will immediately dry up if our property is taken. Billboards cannot just be moved, neither practically nor legally within the City of Seattle. The DEIS has not addressed this.	William Lavaris

04/25/2022	April 25th, 2022 WSBLE Draft Environmental Impact Statement Comment c/o Lauren Swift Sound Transit 401 S. Jackson St. Seattle, WA 98104 Dear Lauren, Thank you for the opportunity to comment on Sound Transit's WSBLE DEIS issued on 1/19/2022. We have reviewed the DEIS and have the following comments. Our comments will be centered on the Duwamish, Delridge, and West Seattle Junction segments with a particular interest in the Delridge area. On the subject of Displacements: The human toll is lost in a sea of numbers, charts and diagrams. A) In tables (ES 2,3 & 4) potential displacements are listed as number of residential units, businesses, and employees. There is no calculation of the actual number of people (residents) being displaced. It is insufficient to calculate both a 350 sq' studio apartment and a large 4 bedroom house each as 1 unit. B) It would be informative to understand and/or quantify the level of negative impact on potentially displaced individuals for each of the studied station sites. Examples could be anything from inconvenience of having to move, to children losing their spots in coveted schools, to low income senior home owners being forced into the rental market and losing the opportunity to pass down their only asset to the next generation. C) There looks to be no accounting for the current rapid conversion of single family home parcels into multiunit townhomes. In specific, table (4.2.1-3), as well as others, show only the current number of dwellings being displaced. In the past 10 years, in the area of the proposed "preferred alternatives" (Del 1a, 1b, 2a, 2b), many single home properties have been sold and redeveloped into townhomes, increasing the number of dwellings on each parcel by up to 6 times or more. These projects may not have met the threshold of 20 or more residential units as outlined in Appendix K (page 1 paragraph 1). The likelihood of much more of this kind of redevelopment is all but certain, yet could still be considered speculative and not accounted for as described in section 5.3 "Reasonably Foreseeable Future Actions". This "organic" market led densification of the North Delridge Youngstown neighborhood is happening at a swift pace, benefiting the long time home owners who have spent decades working hard to create this vibrant and socially economic diverse community. We bring this up because ES 6.2 (Page ES-43 paragraph 5) states "The RET lays out a process and a set of questions to guide the development, implementation, and evaluation of the project to advance racial equity." Table 4 in the Draft RET report (Page 57) shows projected displacements and potential new accommodations available from TOD, suggesting a net increase in the number of housing units. It would be more accurate to account for the total permanent loss of land available for residential development as reported in Land Use table (4.2.2.3). The table shows only the number of acres being permanently converted to transportation land use, so it would be more informative to add the total number of potential housing units that would have fit on that acreage into the table as well. Since the purported benefits of possible new housing due to building the project are speculative and being considered then it is prudent that we count the permanent loss of homes from potential new development from land use changes as well. Displacements conclusion: Units are not people and people are not units. More emphasis should be put on the immediate human toll of these station location alternatives. Some promise of possible potential benefits 7 to 10 years in the future should not and cannot supersede the current lives of the people this project is meant to serve. With the current housing shortage in Seattle, It would be wise to remove as few residences as possible during the build time. Let's proceed with an eye on possible new residential development where there is currently none, such as in the proposed DEL6 station Alternative. Let's gather the most and best information we can to plot the least destructive way forward, ensuring that the fewest people are harmed in order to facilitate this project. Overall thoughts: Re: Duwamish Segment (ES 3.1.1.2) We like that alternative DUW2 has the least impact on parks and greenbelts. We are in full support of Sound Transit working with the Port of Seattle to facilitate a robust restoration of terminal 25 while still allowing for the infrastructure of the DUW2 alternative guideway, in order to avoid potential degradation to the West Duwamish Greenbelt. Items associated with DUW2 in Table (ES-2) that stand out as priorities for us are: Impacts the fewest people, both residential and employees. Has 0 impact on parks and recreational resources	David Dow,Jon Lipka,Larry Wood

	The least visual impact The least noise and vibration impacts This alternative may cost a bit more but it would be money well spent if it helps avoid harm to people and our natural environment. Re: Delridge Segment (ES 3.1.1.3) The "Preferred Alternative" (PA) for this segment seems harsh, cruel and just plain wrong for the members of the Youngstown community. Placing a mass transit facility right in the middle of an existing residential community drastically changes the living experiences of all those near by. The visual ,noise and lifestyle impacts would be profound. The "PA" also would convert the most residential land use area to transportation use (table 4.2.2.3), permanently removing this desperately needed future housing stock, whereas Del6 may actually increase the amount of land available for much needed housing. Items associated with DEL6 in table (ES-3) that stand out as priorities for us are: One of the least expensive alternatives Fewest number of people impacted, the far fewest residents and among the least number of employees Least amount of visual and noise impacts Has 0 impact on parks and recreational resources We believe that Sound Transit working with the city of Seattle can devise some creative solutions for providing safe and efficient pedestrian access for this station location. One idea is to create a dedicated entrance/exit for Nucor traffic on the north side of their facility. Placing the station 2 blocks north of the "PA" should have little impact on people coming to the station from further south in West Seattle and White Center as a majority are anticipated to be taking the bus. The most equitable way to provide better access to light rail for all is to build the line out farther south down Delridge Way. Re: West Seattle Junction Segment (ES 3.1.1.4) Items associated with WSJ5 in table (ES-4) that stand out as priorities for us are: Among the least expensive Fewest human displacements Least visual and noise impacts Has 0 impact on parks and recreational resources. When considering the information provided in the published WSBLE DEIS, in particular tables (ES 2, 3, 4) and information in section 4.2, the least harmful and among the most financially responsible route choices for moving forward would be DUW2 connecting to DEL6 connecting to WSJ5. We urge the Sound Transit board to reconsider it's "Preferred Alternatives". Thank you again for preparing such a detailed DEIS. We hope you find our comments constructive and look forward to participating where we can in future steps of the WSBLE. Sincerely, David Dow, Larry Wood, Jon Lipka 4200 - 26th Ave SW Seattle, WA 98106	
04/28/2022	Hello, I am writing to comment about the lightrail alternative route for the CID. I believe the 4th Ave deep route seems to be the least disruptive to a community that has been consistently and negatively impacted by city construction. The fact that no residents would be displaced, as well as fewer businesses, seems to be a better option for supporting community relationships and morale. Thank you for taking these considerations into account.	Angela Feng
04/28/2022	I strongly oppose the whole WSBLE light rail project and am in favor of the NO BUILD ALTERNATIVE.	Richard Atalig

04/28/2022	For me, Chinatown/International District has been the model locally for building solidarity and dismantling racism and also fighting large publicly funded projects that threaten to disrupt and destroy community economies, culture and livelihood. I support the Wing Luke Museum four summary conclusions common to all WSBLE alternatives (Wing Luke Museum DEIS Comment to Sound Transit, dated April 26, 2022. (My larger DEIS comments have been postal mailed to Sound Transit, dated April 28, 2022)	Allan Davis
04/28/2022	Please leave the Chinatown- International District INTACT!!!!! *****The 4 Ave routes are preferable to the alternatives. **** It is important to me to keep the CID thriving and keeping off 5 Ave S and 6 Ave S can help with that. The negative financial effects, as well as further stress induced by the 5 and 6 Ave S routes (construction/noise/ demolition) would be detrimental to Seattle as a whole and the residents of the CID specifically. Go for either of the 4 Ave S routes. I work at Fire Station 10 and believe the proposed routes through the CID (5 & 6 Avs S) would also negatively impact our response routes and the timely care we provide to our neighbors in the CID - this is my own opinion and does not reflect the SFD in any way. Thank you, Ben!	Benjamin Voigts

04/28/2022	Hi, We live and have a small engineering business near the Ballard Fred Meyers. Our family's primary mode of transportation is public transit (routes 40/28E/44/D) and bikes. Our family has had (5) generations call Ballard home and we are super-excited to welcome the new light rail station coming to Ballard. Please avoid tunnel routes to and in Ballard. Even if the USCG requires a moveable bridge over the canal. Flying above the city, seeing all that happens and viewing the sites is an important part of riding transit. Gawking at Ballard, "God's Country" as my family calls it, is inspirational, really important (only in trains though!). It is paramount that transit riders gain a view of their city and equally important that all residents and visitors see ST light rail knitting our city together. Ballard needs to drastically reduce car-dependence for our own (cough!) sake and for the sake of our planet. The city of our future needs flying trains, trains that go over the Ballard Canal, beautiful bridges that span the Salmon Bay waterway and alight next to Market Street and then Ballard High... like the trolley cars of old over the Ballard Bridge (and Leary crossing) the preferred route restores to old Ballard what once was ours. The preferred elevated route (1BB-1a) on 14th is an ideal route and works well for the Ballard community. It uses a cost-effective (presumably) moveable bridge and a route that aligns with developed and develop-able corridors that can support affordable housing. The 1BB-1a route provides the ability to keep going to Ballard High School, Crown Hill, and beyond. The station at Seattle Center Station should ideally have entrances closer to the Seattle Center. Kudos for the entrance to Key arena and the Seattle Rep though a preferably station is right on the campus rather than at the edge of the campus. This station supports the tens of thousands of visitors, park users, concert goers, festival goers, school children, and us lazy parents who love to go to watch the fountain. It is surprising that the present design criteria omitted having a station right in the center of the Seattle Center campus itself. Perhaps just south of the fountain. Please do not eliminate any stations in South Lake Union or Interlake, that is short-sighted. Buried stations need to be as shallow as possible with a focus on making transfers and access to the station fast and easy. Do not bury stations 100' or more. It is acceptable for the light rail tunnel to graze the SR99 tunnel to stay close to the surface. It is not acceptable to have a labyrinth of stairs, escalators, and walkways to get to the train. Thank you for the wonderful work. We need more work to shallow-out some of those stations and refine but the preferred alternatives are my preference for both Ballard and South Lake Union. A bit off-topic: Speaking of escalators, not to pile-on, but the state of escalator repairs needs improvement. 2. With as few people that the SR99 tunnel moves daily consider applying to WSDOT to take it over to make the Bertha-dug hole in the ground a transit thoroughfare that will finally make it worthy of the cost. There is no way that single-occupancy vehicles can ever justify the cost of the SR99 tunnel. Thank you for bringing ST light rail to Ballard! Jon Mathison	Jon Mathison
04/28/2022	I concur with my Tony Tsuboi's comments below. In addition, our parents, grandparents' livelihood and businesses were already sacrificed so much during WWII. In addition to the Pandemic, the Asian Community/CID has the additional layer of anti Asian sentiment/violence. Let's do this ST Light Rail right! " I realize that Sound Transit had a well-defined public comment period that ends today. However, I feel compelled to submit a plea for an extension to that deadline. What's been proposed is so disruptive and impacting upon immigrant and marginalized communities, that those communities are generally challenged by language and levels of education, and the level of detail to the EIS so thick and nuanced, it is unconscionable to treat this as business as usual. It is only within the last week that this even got picked up in the local press (International Examiner and NW Asian Weekly) and tipped awareness on the street. Most residents and stakeholders to the community were simply caught off guard and were, until very recently, unaware of what is coming. Given the number of people and businesses that will be impacted and how late this is coming to public share of mind, I plead with you to consider an extension of an additional 90 days for the public to comment."	Paul Wah B Chan

04/28/2022	As a International District resident I believe the only viable options are the 4th Ave S options. Anything would be much too disruptive to the lives in the International District. No on any option on 5th ave.	Eric Fang
04/28/2022	This comment refers to page 58 of the executive Summary, Next Steps, Environmental Impact Statement Alternatives. Preferred alternatives are: Meet mass transport needs with Metro bus and Water Taxi by investing in existing infrastructure - No to light rail in West Seattle. It is also noted that concrete is an environmentally unfriendly building material.	Janet Jones
04/28/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate.	Elizabeth Armstrong
04/28/2022	Our long-term tenants built their businesses around their proximity to the Port of Seattle as well as suppliers and complementary businesses in the neighborhood. These conditions cannot be simply recreated in a different location, putting these decades-old businesses in jeopardy if they are forced to relocate. The DEIS does not explain how Port of Seattle and neighborhood-dependent businesses can possibly continue to operate their location-specific and location-dependent businesses elsewhere if forced to relocate.	William Lavaris

04/28/2022	Hello! I am a community member living in the Chinatown-International District, and I wanted to emphasize taking the CID-1a alternative over CID-2a and 2b, outlined un Chapter 4. Even though it is the only alternative displacing residents, it obviously doesn't impact as many small business located closer within the heart of the neighborhood. The other two alternatives, 2a and 2b, displace too many small businesses that have a long standing and rich history within the neighborhood. The environmental impact on the neighborhood would also be extremely negative with alternatives 2a and 2b, effectively destroying its walkability and accessibility as a place for people to enjoy, live in, and go through. Please consider the history of the Chinatown-International District — it has such a rich history of being a hub for so many Asian cultures, and it would be a shame to take alternatives 2a and 2b and displace so many people.	Raychelle Duazo
04/28/2022	I encourage you to focus on a few priorities that are important for equity and access: In the international district, avoid displacing iconic businesses, parks, and homes that are important parts of the international district and the Asian American community. Building on 4th Ave is preferable to 5th. In Interbay, avoid displacing small businesses where possible. If they are displaced, they should be compensated for both the value of the property and the expected infrastructure investments that would be required to re-establish operations elsewhere. An example is Greenwood Cider located at 1445 Elliot Ave W. In Ballard, seek to make the stations as accessible to as many Ballard residents as possible. Locations near populated areas and businesses should be prioritized over simple cost since Ballard is very isolated geographically and light rail should seek to truly connect as many people as possible as conveniently as possible.	Stephanie Celt
04/24/2022	My DEIS comments: Section 1.2.2.3 Overview Population growth estimates need to be revised. People are moving out of King County. https://www.seattletimes.com/seattle-news/data/king-county-lost-population-last-year-for-the-first-time-in-almost-50-years/ Ridership estimates need to be revised taking into account work changes because of the pandemic. Many people work from home now and will continue to work at least partly from home into the future. People moved out of West Seattle when the WS Bridge closed because their commutes became unbearable. The people who replaced them aren't necessarily commuters. Riders = revenue. If you can't justify this project economically, perhaps it shouldn't go forward. 1.2.2.6 By law, the state of Washington is required to lower CO2 emissions by 45% below 1990 levels by 2030. https://ecology.wa.gov/Air-Climate/Climate-change/Tracking-greenhouse-gases A project this massive, requiring enormous amount of concrete, will actually increase emissions until the end of the 2030s, and most likely beyond. How specifically do you propose to mitigate the effects of construction? That plan should be described in detail in the final EIS. 1.3.1 The DEIS states: "The City of Seattle Transit Master Plan (City of Seattle 2016) identified extension of light rail to West Seattle as a top-priority project and included it in the long-range high-capacity transit vision. The plan specifically calls for a mixed surface and elevated alignment connecting to Alaska Junction or High Point, with the possibility for future phases to extend farther south." Why was the High Point option dropped? There doesn't seem to be any explanation offered. From an equity standpoint, High Point is a much better choice. It would provide easier access to light rail for low income and POC residents in West Seattle. Why choose the affluent Alaska Junction for light rail instead? Why weren't High Point alternatives given in the DEIS? That needs to be explained in the final EIS. Also, High Point is more centrally located in West Seattle. Creating a transit hub there just makes sense. For too long, the majority of peninsula traffic, including transit, has been funneled through the Alaska Junction area to get to a bridge of one sort or another. That has created a bottleneck for generations. Why keep doing that? A big lesson from the West Seattle Bridge closure is that residents need MULTIPLE ways in and out of the	Marie McKinsey

neighborhood. That includes multiple corridors. Show us some alternatives to the Spokane St. corridor in the final EIS.

Don't say you don't have money for this. In August of last year, you awarded HNTB an additional $4.2 million to: "… support the upcoming efforts to identify capital cost estimate reductions and would include a review of project design and construction efficiencies as well as potential major project definition changes for Board consideration."

Please ask HNTB to show us how High Point can be connected to the light rail spine without having to come through the Junction.

2.1.2.1.4 Alternatives
If you must bring light rail to the West Seattle Junction, one of the tunnel alternatives should be used. The elevated options are too destructive to be considered. Residents here are just beginning to realize how many homes and businesses we will lose. We are in shock.

Also, the bridge from SODO should follow the route north of the West Seattle Bridge. Pigeon Point is a sensitive area in terms of Tribal rights, green space, salmon runs and wildlife. Running a rail bridge over that area will be destructive, regardless of what it done to mitigate effects. Seattle has lost enough green space as it is. It isn't necessary to damage this natural area permanently.

The proposed route north of the West Seattle Bridge is quite rightly situated over an industrial area. That is where light rail belongs.

Also, building the route north of the WS Bridge makes it less likely that the bridge will have to be closed during construction. Both of the southern alternatives cross the car bridge. It will not be safe to build that section of the rail bridge with cars using it. West Seattle has suffered enough with that bridge being closed. We aren't going to be happy if you close it again.

4.2.3 Economics
The economics of bringing light rail to the Junction needs further examination in the EIS. The land the light rail project will occupy will be permanently lost to economic development and revenue generation. It doesn't matter if the businesses relocate and pay taxes elsewhere. That land has permanently lost its economic value. It will take years for transit-oriented development, if indeed that happens, to begin to offset that lost revenue. If interest rates continue to climb, and even if they stay where they are now, redevelopment will be slow.

When an alternative is chosen, the EIS should provide a list of all properties, business and residential, along with the amounts of real estate and property taxes that will be lost with their removal. The DEIS tries to ignore this responsibility, saying it is impossible to tell. But it IS possible. How much revenue did that land generate in the past year? That is an indicator of how much economic value is gone forever.

Sound Transit is dependent on property taxes, sales taxes, and RTA fees on car tabs for funding. This project will result in what amounts to a significant cut in pay. Therefore, the final EIS should give residents an estimate of what ongoing maintenance of the system is expected to cost and how Sound Transit will pay for it.

Sound Transit has a terrible reputation when it comes to the reliability of escalators and elevators. https://mynorthwest.com/3299835/rantz-sound-transit-billion-escalators-dont-work/ Stations in West Seattle, whether elevated or deep underground, will be dependent on these systems to get people on and off trains. If they don't work, we'll have a giant broken system, and we'll be worse off than if we never had a train. Again, where will the money come from to maintain these systems? What plan does Sound Transit have to reduce down time? The final EIS should explain.

Furthermore, with construction planned to begin in 2025 and continue until 2032, existing businesses will struggle. Detours, road closures and other difficulties involved with this project will mean loss of revenue for businesses for years, and thus loss of revenue for Sound Transit.

One of the things we've learned from the WS Bridge closure is that as things drag on, people change their habits. If it is too difficult, for too long, to shop somewhere, they will try different businesses, or order online. In time, those work-arounds become routine. When the train is operational, how many shoppers will come back? How many businesses will have survived?

The claim that light rail will lead to more dense and mixed-use projects in West Seattle seems overly optimistic. West Seattle is primarily zoned for single family residences. Most of the land zoned for

commercial and multi-family purposes has already been developed, especially in the Junction. Light rail will demolish some fairly new apartment buildings. We have a housing shortage as it is, and with zoning what it is, we don't have much room to add new homes.

Again, high interest rates coupled with lack of room to build are more likely to lead to stagnation of the economy in the Junction, not growth.

4.2.5 Visual Effects
From an aesthetic point of view, the elevated alternatives for this project are way out of scale with the neighborhood, more likely to destroy the "small town charm," that has drawn people for generations, than to attract new residents or businesses.

The DEIS doesn't provide many renderings that give us an idea of what critical areas will look like. This is particularly true of the bridge coming from SODO to West Seattle. Few residents realize that the train will go over the top of the east end of the West Seattle Bridge. There should be a rendering showing what it will be like to drive under that bridge heading eastbound on the WS Bridge. (Also, how long will the bridge have to be closed during construction of the light rail bridge?)

A rendering showing what the bridge will look like from Pigeon Point would be helpful. And another one showing what it will look like coming off Pigeon Point and over Delridge Way.

Also, where are the renderings of what the stations will look like. A graphic showing the plan view doesn't give people a sense of scale. We need to be able to picture what the neighborhood will look like when this is done. The final EIS should have a series of architectural renderings of key elements so we know what to expect.

4.2.6.4.2 Greenhouse Gas Emissions
Table 4.2.6-3 gives a range of CO2 emissions during construction from 158,067 – 614,461 metric tons. However, this is just from equipment and vehicles.

This does not include the amount of CO2 produced in the manufacture of concrete required to build this massive bridge and other structures. The cement industry is a major producer of CO2.
https://en.wikipedia.org/wiki/Environmental_impact_of_concrete

How many cubic yards of concrete will be required for this project? You must know or you wouldn't have been able to calculate cost estimates.

It seems strange to leave something this critical out of an environmental impact statement! The final EIS should account for the total amount of CO2 the project will generate and a plan for mitigating that impact.

4.2.9 Ecosystems
From the DEIS: "The West Duwamish Greenbelt is within the Duwamish Segment. The greenbelt stretches4 miles south from the West Seattle Bridge along the western side of the Duwamish Waterway. The Washington Department of Fish and Wildlife designates the greenbelt as a Biodiversity Area and Corridor (a priority habitat). It is primarily deciduous forest with bigleaf maples and red alders, and provides habitat elements such as mixed forest snags, downed woody debris, and areas with multi-layered canopy. The Delridge Segment includes the greenbelt around Longfellow Creek (also a Washington Department of Fish and Wildlife-designated Biodiversity Area and Corridor), as well as developed open space in the West Seattle Golf Course and the Delridge Playfield and Community Center park."

This description explains why light rail should be directed north of the West Seattle Bridge. There is no way to bring light rail over and through this area without seriously compromising the environment. Many species of birds and fish, already endangered, will have their homes threatened.

Construction for all alternatives will last 5 – 6 years, meaning ongoing disruption to natural areas and wildlife habitats. It is concerning that "Preferred Alternative WSJ-3a* and Preferred Option WSJ-3b* would include construction staging at the edge of a wetland buffer on existing paved surfaces that do not provide buffer functions or would occur in unpaved areas separated from the wetland by a paved road."

Will those wetlands recover after years of construction?

4.2.11 Geology and Soils
The location of the light rail system should be reevaluated on this basis alone.

This USGS seismic hazard map shows how likely we are to suffer serious damage in an earthquake. The light

	rail bridge, starting in SODO, will be built in an area of highest risk. No one wants to be on a train, on a 150-foot tall bridge, in an earthquake! This was the reason we tore down the Alaskan Way viaduct. We were afraid that an earthquake would cause it to collapse. Why are we building an even bigger bridge in the same area? This map from the DEIS shows light rail crossing Pigeon Point. The bright red areas are known landslide areas. The pink slanted striped sections are potential landslide areas. Geotechnical engineering methods can keep structures stable in slide-prone areas, but they are no match for earthquakes. Appendix L.4.1 Supporting Information on Affected Environment and Environmental Impacts This section contains some of the most important information for West Seattle residents. This is where we find the addresses of properties that may be affected. This includes businesses, single-family homes, apartments, condos, and organizations that make up the fabric and character of our community. Sadly, this document is a perfect example of observing the letter, not the spirit, of the law. Light rail is a public project and therefore the names and addresses of those affected should be public information. Sound Transit is required to disclose that information, and you can say that you have. But instead of full disclosure, you BURIED those addresses in an appendix with a vague title. This appendix is like a mass grave: A collection of faceless, nameless properties piled into an unmarked document. No one would guess the contents of this appendix from the title. And that doesn't appear to be an accident. Is this an attempt to hide the impact this project will have on the lives of West Seattle residents? Because the names of businesses and apartment buildings are left out of the listings, we can't tell which ones are affected. To determine whether a business or apartment building might be lost, we have to google the property to get its address and then refer to pages and pages of addresses to see if that property is there. To be fair, you do mention names of some properties in the main text of the DEIS, but even that is deceptive. You say that a Safeway store might be eliminated, but fail to say that along with it will go the entirety of Jefferson Square – all of the businesses, all of the parking, all of the housing. The final EIS should have a clearly marked section titled "Affected Properties," that gives the names of ALL businesses, non-profits, and multi-family buildings that will be lost. For most people on the list, and those who have relationships with them, this will be like learning that they have a terminal illness. Please have respect for the lives involved.	
04/28/2022	As a residence of the West Seattle's Alaska Junction Neighborhood, I would like to voice my support for the "Medium Tunnel 41st Avenue Station/ Andover Street Station Lower Height" alternative. I believe this option may have the least impact on the existing residential and business properties, does not impact parks and it cost the least among the other alternatives. In addition, I believe there will be a merit to eliminate the proposed SW Avalon Way Station to get a more seamless and longer tunnel, which benefits the entire Sound Transit line. Lower Delridge station height, lower guideway along SW Genesee Street, and a better location for the Junction station at SW Alaska Street and 41st Avenue SW. Furthermore, the elimination of the Avalon station may provide savings into a tunnel with a station on Bank of America property at the corner of SW Alaska Street/ 41st Avenue SW.	A. Farid
04/28/2022	Ballard route: Any above-the-water crossing of the ship canal will destroy this thriving and historic community for generations. A tunnel crossing is the only acceptable option. International District: Fourth Avenue is the only marginally acceptable option for this thriving, historic, and threatened community. Sound Transit's behavior in favoring the 5th Avenue route is reprehensible and indefensible.	Robert Drucker

04/28/2022	Sound Transit DEIS Analysts: Attached is my comments, questions and concerns about the Ballad Extension and focus on the Chinatown International District (CID) segment. I sent my response earlier but just want to ensure I met the 4/28/22 deadline and used the correct recipient email address. I would want the 4th Avenue design due to enormous impact to the Chinatown/International neighborhood. My comments does not pertain to other neighborhoods of CID segment such as Pioneer Square and industrial portions. Please keep me informed of all future meetings, forums and communications. Thank you Mark Uomoto mwumoto@comcast.net Mark Uomoto On Behalf of Yoshia Uomoto Nikkei Manor Assisted Living 700 6th Avenue S. Seattle, WA 98101 RE: Sound Transit Light Rail Hub Ballard Extension/Chinatown-International District Segment Dear Sound Transit DEIS Analyst Context I am writing on behalf of my 99 year old mother who is frail and wheelchair bound. She lives at Nikkei Manor assisted living facility. I am writing to express my concerns over the DEIS where I feel is flawed in a couple areas. I probably missed relevant areas about the CID, but that is due to my ignorance of the structure of the DEIS. I will begin my acknowledging the long term need for improved mass transit to accommodate increased transportation needs of our continuously growing population and economic Central Puget Sound region. Literally funneling transit users through the Central Seattle area and particularly the Chinatown/International District (CID) is a huge challenge. My focus is the CID area per se and not Pioneer Square and other areas that are including in your “Chinatown-International District Segment” in section 4.3.2.1.2. Table 4.3.1-2 First Table 4.3.1-2 shows no Multifamily parcels affected. For the 5th Avenue options, isn’t the housing above and around Uwajimaya and Nikkei Manor and other condo/apt units between 6th Ave and Maynard Avenue affected? If “affected” is defined as purely business impact, then “affected” must be expanded to include housing facilities. I am not savvy with the DEIS but no impact to multifamily parcels is outrageous. More points on this below. Economics 4.3.3 - Section 4.3.3.4.3 “Roads where traffic would be diverted include 1st Avenue South, 6th Avenue South, and Maynard Avenue South…” It does not say how long. Medic, wheelchair transport vehicles and resident families MUST have access to Nikkei Manor whose entrance is on Lane St and between 6th and Maynard Ave at ANY time. 4.3.14 Fire and Emergency Medical Services says “Temporary closures could affect access and response times for fire and emergency medical vehicles”. I am positive it [can] affect access… QUESTION: (1) What assurances will be guaranteed for such access to Nikkei Manor? (2) This contradicts 4.3.14.3.3 where it states “ would not have additional impacts to public services other than those discussed above” Social Resources, Community Facilities and Neighborhoods 4.3.4 CID Segment QUESTION: Why isn’t Nikkei Manor and other housing facilities mentioned? Request their inclusion and recognition of adverse impact? Noise and Vibration 4.3.7 “The Chinatown-International District Segment does not have any noise-sensitive land uses where the project would be above-ground, and no noise analysis is required for proposed tunneled areas”. It does not explicitly exclude during construction and this must be considered during construction. Section 4.3.7.1.1 implies transit use of the tunnel design. OBJECTION: (1) I am sure housing along 5th, 6th Avenues like Nikkei Manor would be extremely sensitive to construction noise and adversely affect sleep when at night.	Mark Uomoto,Yoshia Uomoto

	(2) Recognition of vibration is noted in along 5th Avenue but given this entire area is formerly mud flats and would think vibration would be further than the area of the construction. 4.3.7.4.1 Noise Good recognition of Noise in the CID. QUESTION: (1) What is the noise during the day and during at night where 6th Avenue is at, where Maynard Ave is at? What mitigation measure can be done? (2) What is the noise generated from massive trucks to/from the construction during the day and at night from 6th Ave, from Maynard Ave? What mitigation measure can be done? Historic and Archeological Resources 4.1.16 OBJECTION: Why isn't Nikkei Manor included as they are 700 6th Ave S? (Or sorry if I missed it) Noise and Vibration Technical Report: N3 This has details of both noise and vibration but want to see on a map of the CID levels of noise and comparable vibration indices increasing distance away from the project site. For example db from the project site during construction to 6th Ave, to Maynard Ave, etc. Vehicle air pollution and Particulate Why relatively little on this area? I remember the Puget Sound Air Quality (PSAQ) analysts came to the Nikkei Manor Family Forum of years ago expressing their concern of smoke and particulate matter in the CID per se (not CID Segment). They discussed the meters to be used and where they were to be installed. If PSAQ came to us to discuss air pollution and particulate matter, can't this DEIS analyze the construction's impact and post construction impact on the CID per se and showing levels from the project site to 6th Avenue and to Maynard Ave, etc? Bottom Line I appreciate the huge extensive analysis of this huge project. To me, the Chinatown/International District (not the Segment) is tiny as compared to this project. However, the district is very fragile and hate to see it disappear like the former Japan Town in Los Angeles. The residents living in Nikkei Manor and other similar housing facilities are frail and the thought of night light, construction noise, construction vibration, constant massive truck getting to/from the project site is appalling. I much rather have the 4th Avenue design adopted and mitigate all my concerns on the CID neighborhood. Thank you Mark Uomoto mwumoto@comcast.net	
04/28/2022	This route option on 5th ave will disrupt businesses and residents in international district. Please consider 4th Ave as an alternative. Thanks!	Maggie Wong
04/28/2022	The CID has faced so many challenges with the unprecedented growth of the city and the consequences of the pandemic and anti Asian hate and violence in addition to many years of change and history. The 4th avenue option would be a better way to mitigate further harm to the culture, residents and businesses of this neighborhood. Gentrification has had terrible impact on the CID with increases in cost in housing and affordability for small businesses and the threat of the neighborhood gems is purely devastating. I am a 4th generation Japanese American community leader and grew up here my whole life following 2 generations of elders who endured displacement from WWII incarceration and were forced to rebuild their lives after resettlement because they lost their homes. That experience was traumatic and continues to effect my family today. To witness more of our cultural and historical buildings and businesses being displaced due to this project would be devastating to the character and history of our city. We need to focus more on preservation and historical efforts moving forward with this project. I hope the 4th avenue or 1A/1B options are considered more closely so that we can minimize the displacement of people and businesses that help our neighborhood grow and heal post pandemic.	Danielle Higa

04/28/2022	My name is Zhiqi Zheng and I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. As a Chinese and a community member, I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses, detour thousands of vehicles through the neighborhood's pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. We urge Sound Transit to reconsider options on 4th or 5th Ave and instead look to other options that will not displace our beloved residents and businesses in the CID.	Zhiqi Zheng
04/28/2022	Overall Feedback: Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible. Plan to build for future expansion in Seattle. Neighborhood specific feedback: Ballard: Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. Interbay: Support Thorndyke Retained Cut [IBB-2a/IBB-2b]. Smith Cove: Preferred Galer Street Station/Central Interbay [SIB-1]. SLU: Reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible. Denny Station: Westlake Ave Station [DT-1]. Update vertical conveyances and aim shallower. Westlake: 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. CID: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. Sodo: Choose Mixed Profile Station [SoDo-2] and study construction further North at the existing SoDo Station location. West Seattle: Choose WSJ-5 with a request to study better DEL-6 that are compatible with WSJ-5.	Erin Wieland
04/28/2022	The 4th avenue proposal is less harmful than the 5th avenue one. Displacing restaurants and businesses on 5th ave would cause economic harm especially with today's cost of rental space. Adding a light rail station there might reduce the size of what is considered "Chinatown", thus reducing our cultural identity in Seattle. These restaurants are very beloved to me. I spent a lot of high school years at Oasis, shop at Uwajimaya now, go to Boiling Point with my family, grab takeout from Dough Zone, Chung Chun's Rice Dog, and Ping's Dumpling House. They're all vital and I can't imagine Chinatown without them.	Christy Pham

04/28/2022	To Sound Transit: I am commenting about the new train station planning to be built in the CID. I have concerns with the options being presented specifically the options that involve directly building on 5th Ave (CID 2-A and 2-B). Both of these options would permanently close small local owned businesses that are a loved and important part of the community acting as safe places to gather and hang out. Oasis in particular is a popular spot for young people. Are there options that would not affect these business and allow them to continue to be a part of the neighborhood? On another note, prolonged construction in the area would also negatively affect the remaining businesses in the area more than likely discouraging people from visiting due to reduced parking, closed roads etc. Has there been consideration given and thoughts about how to help those businesses through an extended period of construction? I am also concerned about how the environmental impacts of construction (noise, pollution, vibrations) which would be present for years at a time is going to affect the folks living in this area. It did not seem that this was presented or considered in these plans. Residents of the CID should be protected in these plans as well and I am concerned for my family and friends living in the CID and how this could potentially affect their health and livelihoods. What will be done (no matter what plan is picked) to ensure that they are being protected from any detrimental effects that come with major construction projects? The effects CID 2-A and 2-B would have on the CID, a historic and culturally neighborhood in Seattle, show to be much more harmful than good as well as permanent. This is a neighborhood that has also already been through in its history but especially so much in recent years because of anti Asian sentiments brought about by the pandemic. Finally, the CID is unique in that as a neighborhood it may be the only neighborhood in Seattle, where someone who is Asian might truly feel safe, seen and understood. As an Asian American, I know it plays that role for me. For the sake of the Asian community and our Seattle community as a whole, the CID must be preserved and protected as best as possible. I ask Sound Transit to rethink these options, either building only on 4th Ave OR coming with new options that would keep any negative impact on the CID down to a minimum. Thank you for your time. Sarah N First Hill	Sarah Nako
04/28/2022	I personally think that interlining throughout the current DSTT should be studied and considered. The current alternatives for a second downtown tunnel involve extremely deep stations with overly elaborate mezzanines that will be very inconvenient for riders. Investing in better signalling and upgrading signage, vertical conveyances and possibly adding center platforms would all greatly improve the experience for riders. If it's truly necessary to build a second downtown tunnel, stations should be as shallow as possible in order to minimize ingress/egress times, especially at CID and Westlake. If elevators are the only way to reach the platforms, there should be as small of a mezzanine as possible, and would ideally drop riders onto the platform directly. SODO Station is going to be one, if not the most important transfer stations throughout the system. A cross-platform interchange should be studied to improve transfer times and UX.	Ian Stern

04/28/2022	Please do whatever it takes to expedite delivery of light rail service to West Seattle. The sooner it gets here, the sooner the community starts realizing the benefits. This is the first time Sound Transit is running service through existing residential neighborhoods. Please take care to minimize the disruption in West Seattle during construction and once built. Tunneling wherever possible will reduce the impact. For the sake of station accessibility, please minimize station heights and depths. During construction, please be mindful of West Seattle's limited ingress/egress options and minimize cutting West Seattle off from the rest of the world. When siting stations, please maximize walksheds and transit-oriented development.	Jon Wright
04/28/2022	Our properties have been developed specifically for our long-term tenants and their very specific business needs and around their custom, irreplaceable equipment. The equipment relocation costs, if even technically feasible would far exceed the amounts listed in the DEIS. (Real Property Acquisitions and Relocation Policy, Sec. 9.4)	William Lavaris
04/28/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	BELINDA RICHARDSON

04/28/2022	I am writing to you in regards to the Ballard Link Extension (pg. 36) section of the Draft EIS, specifically involving the Chinatown-International District (CID) segment (pg. 37-41). I am supportive of expanding Seattle's public transportation system to build a robust city, but I believe that the proposed plan and alternative of building any station on 5th Avenue in the Chinatown-International District is detrimental to the wellbeing and livelihood of the CID community. I consider the CID community a core aspect of my life in Seattle, and I have witnessed firsthand how the community cares for each other and values each community member and business. Building any type of station on 5th Avenue will displace many businesses which are core members of the CID community. Some of these businesses include Ping's Dumpling House, Oasis Tea Zone, Pacific HK Cafe, and Joe's Bar. In addition, proposed construction plans for the stations located on 5th avenue will create detours and road closures that could last for over a decade, impacting the flow of income for the businesses in the CID. These businesses' revenue has already suffered due to the ongoing COVID-19 pandemic, and creating construction detours that could further reduce the amount of business they receive would be detrimental to their livelihoods. These businesses might not last long enough to then see the completion of a new station, and not benefit from the increased traffic and business a new rail station would bring. Although there is always some sort of displacement with the building of large structures, the CID community mostly consists of Asian-Americans, or Asian immigrants, who have created their homes within this community. Building a station on 5th Avenue and the displacement of these businesses within the CID will further perpetuate the historical injustices Asian-Americans have faced (incarceration of Japanese Americans during WWII, Chinese Exclusion Act, redlining) and the more recent COVID-19 Anti-Asian hate crimes occurring across the country. In regards to human health, the CID is also home to many residents who are older in age. The construction of a station anywhere on 5th avenue would create air quality issues and noise pollution in the surrounding community. Studies have shown the negative effect of air and noise pollution on individuals, especially those older in age (Paul et al., 2019). I urge you to consider the other options (4th Avenue stations) for a CID station on the Ballard Link Extension, rather than the 5th Avenue options being considered currently. Thank you for your time and consideration. Citation: Paul, K. C., Haan, M., Mayeda, E. R., & Ritz, B. R. (2019). Ambient Air Pollution, Noise, and Late-Life Cognitive Decline and Dementia Risk. Annual review of public health, 40, 203–220. https://doi.org/10.1146/annurev-publhealth-040218-044058	Kristi Kimura
04/28/2022	The 42nd and 41st Street tunnel options are my preferred terminus for the line. Cut and cover or bored station.	Jeff Stiles
04/28/2022	I'm heat to echo what others have said. Please don't displace businesses of the ID. From my understanding 4th would be a better location for the station. Regards, Samuel Leeper	Samuel Leeper
04/28/2022	I object to wiping out homes and businesses in the international district of Seattle	nicola anderson
04/28/2022	The Chinatown International District hub should be on 4th Ave, a historical route for mass transit. You own analysis shows significant impact to C-ID businesses, both large and small, which have just spent the last two years trying to survive a worldwide pandemic. The C-ID struggles to survive every day and the city and county must take the appropriate action to preserve it. Thank you.	Joni Nakagawa
04/28/2022	Our tenant's employees are dependent on mass transit. The DEIS shows the elimination of the SODO Busway, either permanently or for a minimum of 10 years. Even if our properties are spared, how will transit-dependent employees get to work? Rerouting buses will only worsen traffic and lengthen commutes, and no additional transit will be built to benefit the SODO neighborhood.	William Lavaris

04/28/2022	As a resident of the Youngstown area, I'm very excited – yet concerned – about the construction of light rail in West Seattle. I ask Sound Transit to take into consideration the following when determining the final preferred alternative: If a route along SW Genesee Street is chosen, choosing to locate the tracks on the north side of the road (as illustrated in option DEL-1b) makes little sense. The north side is home to many townhomes, single-family residences and apartment buildings that house quite a few people across the income and cultural spectrum of the neighborhood. This would create unnecessary disruption and displacement. Placing the tracks on the south side of Genesee Street would instead put them within the West Seattle Golf Course, which is a much more suitable choice – the Golf Course, while a nice amenity, can much more easily loose land for this public use. I strongly ask Sound Transit not to choose any alternative that includes the loss of a roadway connection between 30th Ave SW and SW Genesee Street (such as Option DEL-2b). This is a vital pedestrian and vehicle intersection that allows for easy access to the Alaska Junction from the neighborhood. The neighborhood should not loose access to this connection, as it will create strong negative impacts on accessibility and walkability to the Alaska Junction. Myself and my neighbors are also deeply concerned about the impacts of a higher-height elevated track, as illustrated in the current preferred alternative (DEL-1a). Placing massive concrete pillars towering 150 feet into the air will dramatically alter the feeling and health of the neighborhood. This is a diverse community with much of the area's only remaining affordable housing stock – it doesn't deserve to feel entrapped underneath massive concrete infrastructure. These tracks will also stand directly between the southern sun and the Youngstown area, creating massive shadows on homes and blocking light throughout much of the year. Many of us are gravely concerned about losing this natural light, and I'm not aware of any discussion on these impacts being had in the process so far. An alternative that's lower to the ground (like DEL-2a or DEL-4) would help mitigate this and create a much more livable environment in the neighborhood. From a resident's perspective, alternatives DEL-5 and DEL-6 make the most sense. They place the tracks closer to current industrial use of the area and do not bisect the diverse residential streets of the neighborhood. It would be much less disruptive and harmful to the residents of Youngstown to have the tracks follow a path around the neighborhood (instead of dividing it) while still providing for easy access to stations at Andover Street and Avalon. I remain very excited to see this system expand to West Seattle, but I am also concerned about the convoluted nature of the public engagement process so far. To the layperson, a "draft environmental impact statement" does not translate to "see what the potential designs may do to the neighborhood" – I ask Sound Transit to more clearly communicate the designs and their potential impacts as well as create a clearer website experience for those who are seeking to know the basics about these potential designs and what they mean for the area. It should be clear and digestible, and easily accessed from the web. Right now, you have to download the 30mb document and scroll for pages to even see renderings. Thank you for reviewing my comments. I strongly urge Sound Transit to not choose an alternative that has tall elevated tracks along SW Genesee Street and instead choose one that better maintains the health, livability and environment of the Youngstown neighborhood.	Mason Luvera
04/28/2022	Please direct these comments to appendix M. The current preferred light rail option Del-3 and Del-4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance. the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before. New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown. Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.	Gina Karaba

04/28/2022	I support either of the plans for a Fourth Avenue station — it would likely result in less displacement for historically marginalized communities in the ID.	Nathaniel Penner
04/28/2022	I'm a homeowner in Pigeon Point and opposed to the DUW 1a plan (described in Figure ES-10 on page 22 of the Draft EIS Executive Summary), which would not only require the demolition of the homes of many of my neighbors, but would also have a catastrophic impact on our local heron rookery. It would also destroy shared green space and the few retail businesses we have within walking distance of our neighborhood. Also: as someone who already finds the 120 bus to be a very convenient and quick way to get downtown, a light rail station at or north of Andover makes zero sense. I support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I am opposed to putting a Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include: (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (2) poor walkshed of station; (3) poor compatibility with racial equity toolkit; (4) bus transfer requiring buses to turn off of Delridge Way SW; (5) lack of community input from bus riders in south Delridge and Burien. Thank you.	Laurie Sander
04/28/2022	Responding to the DEIS draft. Please direct these comments to appendix M. The current preferred light rail option Del-3 and Del-4 are unsustainable for the residents of 23rd Ave SW. The passenger pick up-drop off platform would cause huge congestion for the whole street, as it is extremely narrow, and is also a dead end. There has already been a history of people driving way too fast on this road. Only one car can pass at a time, with oncoming cars needing to pull to the curb to let each other pass. This would also effectively trap the residents during construction, with no access to their homes as there is no outlet. Most of the current designs include ripping out the only source of food in a walkable distance. the Purple line needs to be reconsidered as an option, as the level of construction will completely clog up the main thoroughfare (Delridge) for several years. With the removal of the Delridge Deli Uptown espresso, Subway, and Skylark, we will truly be a food desert! When the purple line was dropped as an option it was because of expense. Now the homes that will need to be acquired are worth much much more than the ones that were there before. New high end construction and even ongoing construction, that has been uplifting the community that before was somewhat rundown. Please restore the Purple Line as an option. it will be cleaner, less intrusive to an already suffering community, visibly better looking, and keep the character that makes West Seattle such a popular place to live.	Gina Karaba
04/28/2022	The proposed plan does not adequately address or mitigate the loss and impacts on the historic and archeological aspects of the International District. Nor does it adequately avoid the negative impacts of increased vibration, decreased parking, and increased traffic from a variety of sources. You MUST take into account the prior devastations upon the Chinese-International District historically...and, treat the remnants of it that remain as the treasures that they are. See the area as a priceless treasure... because it is. Please continue looking for alternatives that PROTECT the C-ID...not inflict more degradation.	LISA PONDER
04/28/2022	I am commenting specifically in support of a 4th Ave alignment for the Chinatown/International District station of the Ballard Link Extension. Specifically I favor the 4th Ave shallow station for reasons of station usability. I am not in favor of the 5th Ave options due to the proximity and burden placed on the adjacent community. The 4th Ave options, however more complicated, are more humane and completely within our capabilities.	David Mahan

04/28/2022	Thank you again for the opportunity to comment on the draft DEIS for the proposes West Seattle Ballard Link Extension. I previously commented my strong opposition to the DEL-5 and DEL-6 alignments and SW Andover St Station, which will be tremendously damaging to the Delridge and Avalon Neighborhoods and not properly serve those communities nor others to the south that are expected to connect there. It has since been emphasized to me that "No Build" is also an alternative, which I had not fully appreciated. Having now looked more widely at cost-benefit of the WSBLE based on the DEIS details I wish to add a comment strongly in favor of the No Build alternative. The most prominent reasons for this are detailed below: Transit Time Benefit and Reduction in Car Traffic is not significant enough to offset the environmental impact of the WSE construction and operation. The carbon cost of condtruction is estimated between 158,067 and 614,461 tons while the annual carbon saving from reduced vehicle traffic is estimated as only 10,941 (and only once connected to downtown in 2037 at the earliest). Indeed vehicle hours are expected to be reduced by just 0.1% (Table 3-2). This means it will take 42-168 years simply to break-even on the carbon cost of this project. Furthermore, the need to change trains at SODO in order to reach beyond the Delridge-West Seattle area, represents a major obstacle in benefiting transit times. Existing Rapid Bus C and G lines serve downtown in an impressive 30 minutes and the proposed benefit is likely just an 8 minute reduction, which could well be less when transfers, up multiple escalators to the elevated rail stations are considered. This is simply not adequate to offset the cost, environmental and community impacts. 2) Equity. Those most in need of improved public transport systems are generally underserved communities far more prominent in areas South, such as George Town, South Park, Burien and White Center. This proposed extension seems to put the wealthy, whiter community of West Seattle before those more deserving. Furthermore, a route to those neighborhoods could be envisaged running along existing transit routes along the Duwamish water way, which is much flatter and easier terrain for mass transit construction than West Seattle. In light of the awakening in racial justice that has occured since ST3 was agreed it is time to reconsider whether the WSBLE is truly an equitable policy. 3) An estimated total cost of up to $4 billion dollars (Chapter 2.8.2.1.1) in a high inflation economy with a city experiencing massive budget and policy shortfalls is simply too much to spend for the marginal gains detailed in the DEIS. As a further vote would be required to increase the budget from the $1.7 billion originally earmarked it is time to seriously consider whether this project is cost-effective. I support further research of alternative options, such as the SkyLink Gondola that may provide some additional transit benefits and a lower environmental and economic cost.	Andrew Johnson

04/28/2022	Hi, I sent in Comments via E-Mail at 3:20 PM Today, April 28th. This is just to serve as a back-up – to make sure the Comments get in. Thank you and I am looking forward to hearing more about this project. Jim West Seattle - Ballard Link DEIS Comments James McIntosh - Magnolia General Comments O Tunneling vs. Bridges In areas involving neighborhoods I favor tunneling as much as possible as opposed to overhead bridges. This especially includes the routing to Market Street in Ballard and to the Alaska Junction in West Seattle. In general, overhead trackage works in industrial areas or areas away from neighborhoods, but in areas where people will be living near the overhead trackage, the overhead tracks and bridges are not wanted. There have been many heated neighborhood discussions regarding bridges and overhead tracks. I do remember a public hearing in the early days of ST Phase 1 where several bridge options were being considered over Lake Union. There was quite a bit of public outcry against those bridges. With overhead bridges there could be long protracted neighborhood battles which would only delay the project and run up the costs. Pretty Bridge or Not - Nobody wants bridges in their front yard. Bridges ultimately have proven not to be as reliable as tunnels over time in our region. There have been several bridge collapses and failures. There are also Navigation concerns. There is always the possibility that a large boat can run into a bridge or pier causing long bridge closures and expensive repairs. This too has happened in our region in the past. While tunneling has traditionally been a more expensive option, the cost of tunneling seems to be coming down. I would highly encourage Sound Transit to look at all the possible sources of funding – Federal, State and Local - in order to meet the cost of additional tunneling. This especially applies to Ballard and West Seattle. O Retained Cut Stations Retained Cut stations are ideal in the hilly terrain as is found on several sections of the line including Interbay and West Seattle. These open-air box stations can be located in transitional locations where overhead tracks will enter into tunnels going into the hills. The stations provide an open-air environment for the riding public while at the same time providing limited access routing for the trains. The Retained Cut 17th Avenue Station in Interbay and Retained Cut Avalon Station in West Seattle are examples of this. Alignment Recommendations Here are my Alignment recommendations. Since I do live in Magnolia, I will be going from north to south. O Ballard - Interbay I favor the Tunnel 14th Avenue Station (Preferred alternative with third-party funding) option. There is great Transit Oriented Development potential in the neighborhood just east of the Ballard Bridge. Sound Transit should work with King County Metro and the City of Seattle to develop very frequent – 5-to-7-minute electric trolley service on Market Street between downtown Ballard and the new 14th Ave Link station. A bit of History is that an old streetcar line once ran on 14th Ave. W. Early streetcars ran on an old Ballard	James McIntosh

Bridge on 14th Ave. W. with various routings going as far back as the late 1800s.

Bus routes in Ballard, Magnolia, Queen Anne, and other areas could be re-worked serving the new Link stations in Ballard and Interbay.

O 17th Avenue Station in Interbay

I favor the Retained Cut 17th Avenue Station in Interbay.

O Prospect Street Station

A Sounder North connection should be developed at Prospect Street where people can transfer to and from the Sounder trains. Sounder North should be upgraded with service in both directions and mid-day and week-end service.

Busses using the station from Magnolia and elsewhere should have safe curbside connections at Prospect Street Station.

O Seattle Center

The Seattle Center and Lower Queen Anne neighborhood is an active area with close-in urban living, a major Activity Center and where public transportation can continue to be developed.

Sixth and Mercer Alignment

I favor the Sixth and Mercer alignment. This would allow for a station to be located closest in to the Lower Queen Anne neighborhood, and situated beneath Mercer Street between First Ave. N. and Queen Anne Ave. N. The Lower Queen Anne neighborhood is one of the highest densely populated neighborhoods in all of Seattle and with its close-in features, attractions and closeness to the water is very popular. The Mercer Street station location, between First Ave. N. and Queen Anne Ave. N. would offer extremely good connections to north / south and other local busses.

Continued Operation of Seattle Center Monorail

The Seattle Center Monorail connects two major activity centers, the Seattle Center and the Westlake Center and does it well. The Monorail is in good working order.

As well, it is of Historic Transportation interest and is on the National Register of Historic Places. The Seattle Center Monorail is a unique tourist attraction visited by people from all over the world. The Seattle Center is a major Arts, Cultural and Activity center in the Northwest. The Monorail can sustainably carry 12,000 passengers an hour and with restoration of the Center Platform at the Westlake Station complex it could carry even more.

This will offer two choices of travel to Seattle Center and Lower Queen Anne. For travel to the heart of the Seattle Center it would be the Monorail. For Lower Queen Anne and Seattle Center West it would be Ballard Link. The Mercer Street station location would be a two and a half block walk from the west side entrance of the Climate Pledge Arena.

Sound Transit should work with the City of Seattle on the continued operation of the Seattle Center Monorail.

O Midtown Station

Since this station is to be built in a location involving steep hills, access to it will have to involve many level entryways and elevators and escalators. If the station is built under 6th Ave., then entrances with level walkways should be built on 5th Ave to allow access to this station.

O International District Station

This location is the major transportation hub for the region. People will be transferring between Amtrak, Sounder, the two Link lines, streetcars, busses, and taxis. There must be a good pedestrian concourse between King Street, Union – the current International District station, and the new Link station. It could be either an overhead or underground concourse. If underground, it should be more than just another concrete underground walkway. It should be well lit, sound dampened, secure and provide a pleasant environment. This would provide an efficient way for accessing the various sections in this multi-station

	complex. Sound Transit should work with Amtrak, King County Metro, the City of Seattle and other governmental agencies in the development and operation of this multi-station complex. O West Seattle I favor alternatives that involve tunneling between Avalon, the Alaska Junction and beyond. Not being from West Seattle though, I am not as familiar with the details or the possible routes and station locations, so I will divert to West Seattle people who know more about their own neighborhood. The Retained Cut Avalon Station appears to be a good alternative. The Tunnel 42nd Avenue Station (Preferred alternative with third-party funding) does seem like a workable option. Conclusion The West Seattle - Ballard Link Line will be a valuable link in our regions overall transportation system. I will be looking forward to further community involvement in the development of this line. These comments on the West Seattle - Ballard Link Draft Environmental Impact Statement are here-by submitted. Thank you for the opportunity to comment. Sincerely, James McIntosh Magnolia	
04/28/2022	The option on 4th will cause less disruption the CID neighborhood. Neighborhood culture, history, and well-being needs to be at the forefront of this project.	Meredith Jones
04/28/2022	The impact running through the 5th Ave option will be too detrimental to the local businesses. The cost increase does not surpass the impact it will have to the soul and heart of the area.	Roberto R Lopez-Ibanez
04/28/2022	I am a member of the Wing Luke Museum. I fully support their analysis and ask you to look in more detail, the impact of the new lines and station to this very historic district.	Toni Okada
04/28/2022	Although both 4th and 5th Ave options for the link extension to connect West Seattle and Ballard will have major impacts to the CID, the 5th Ave option will have more of an impact. The 5th Ave option will result in the closure of more than 30 long standing businesses between 5th, 6th, King and Weller St. and subject the community to another decade of nonstop construction and road closures. The 4th Ave option is the preferable option as its impact on the community and businesses are much less - disrupting up to 8 businesses and affecting access to parking lots.	Alaena Ponce
04/28/2022	Construction along 5th Ave risks detrimental harm being done to a community that has already borne the brunt of both current and historical trauma.	Elizabeth Thompson

04/28/2022	Regarding ES.3.1.2.2 (ES pages 25-27), I have a strong preference AGAINST the 5th Avenue alternative for the CID. The displacement of 19+ businesses and 200+ employees would cause irreparable harm to a neighborhood that has already suffered greatly from other transit-related construction and is still recovering from the effects of COVID and anti-Asian hate. Even with substantial mitigation to these businesses, which is not guaranteed in these plans, it will be impossible for the small businesses being forced out of their locations to relocate and recover. The traffic, construction, and parking impacts on the remaining businesses in the CID are also much greater with the 5th Avenue plan. I believe the 4th Avenue shallow alternative is in the best interest of the businesses in the CID, which are the heart and soul of the neighborhood.	Leeching Tran
04/28/2022	We need options for this transit station that don't negatively impact the CID. We owe it to the community that lives/works here, but also it's a jewel in Seattle that we must invest in, not disrupt and cut it off with bad transit choices. I just to work in this area and it's like no other part of Seattle. The businesses and retail and history is unique. I loved walking to lots of different restaurants with coworkers for lunch. It's a tourist destination, critical to our local economy. I want to see location options that preserve this special neighborhood and serve its residents.	Katy Klein
04/28/2022	Dear Sound Transit, I'd like to start off by saying that I'm a new public transit enthusiast and would be using the Light Rail daily when it expands to West Seattle. As a resident of Pigeon Point. I'd like to express my opinion based on the facts and research listed in the EIS Executive Summary. I'm in favor of the North Crossing (DUW-2) as it has the least amount of impact to our Pigeon Point community with no residents displaced, least impact to employees in the surrounding area, lowest levels of noise and visual impacts, and reduced environmental impact to the Duwamish Waterway and the Great Blue Herons nesting on the northeast corner who call Pigeon Point their home. While this is a more expensive option, it can be offset by DEL-6 and WSJ-5. (Table ES-2, page ES-18) Similarly, I'm supportive of the Andover Street Station Lower Height Alternative (DEL-6) because of the least amount of impact to residents, employees, and visuals/noise comparatively. This station would have the least impact on the surrounding North Delridge neighborhood. This Stations alternative's height is reduced to 90ft instead of the preferred alternative's proposed 120ft station. Which would be a visual dominance on the surrounding neighborhoods. It's also the cheapest option. (Table ES-3, page ES-18) The West Seattle Junction Segment's Medium Tunnel 41st Avenue Station Alternative (WSJ-5) appears to be the best choice with its tunnel below the West Seattle Junction, having the least amount of impact on residents, businesses, and employees. This option has the minimal impact on noise, visuals, historic districts, and parks, and costs less than its alternatives. (Table ES-4, page ES-23) With all of the above options combined, the total cost ($3 billion) would be in the middle of the estimated range of the preferred alternative routes ($2.7 - $3.3 billion). Sound Transit's decisions shouldn't be based on money alone since these designs will have a lasting impact on Pigeon Point and West Seattle communities for generations to come. Please consider the impacts to our neighbors homes, employees, visual/noise levels, and the environment. Thank you for taking the time to read my comment. I look forward to seeing light rail in West Seattle! Ryan Cousins	Ryan Cousins

04/28/2022	As someone who often commutes to and from the international district for work and recreation, I highly recommend that the station be built on the 4th Avenue alternatives instead of the 5th Avenue alternatives, in order to lessen the impact that the new station will have on the neighborhood and it's businesses. Given that 5th Avenue is a busier street that is highly trafficked. This foot and car traffic is essential for the businesses to succeed. The negative financial impact of construction, especially after COVID lockdowns, would be detrimental to these business and to the neighborhood. The International District has a long history of having disruptive or harmful treatment from the city, so it is of outmost importance to prioritize the community as this project proceeds.	Grecia Leal
04/28/2022	I'm reassured that the ES.6.2. Environmental Justice section in the Draft EIS seems to capture the importance of protecting the ID, a precious and irreplacable part of our city's character. Based on reading the probable impacts (ES-27 through ES-29), it seems incredibly clear to me that one of the two 4th Avenue options (CID-1a or CID-1b) should be the preferred alternative, because they will preserve the most businesses and character, honoring everything that residents have invested here. (Or as Betty Lau, a leader of the Chong Wa Benevolent Association, says, "We have nowhere else to go in Seattle. We've always taken the least desirable land, and as soon as it becomes valuable, we get pushed out.") I say this as a 15-year resident of Pioneer Square, raising a son here all that time. We travel up Jackson every day on our way to Garfield, where's he's a freshman, and we're in the ID and traversing the areas discussed in this proposal daily. We are deeply invested in our neighborhood and the ID and we will be living here well beyond the horizon of this project.	Paul Hughes
04/28/2022	Greetings, I am a resident of the north Delridge neighborhood and I'm writing to support for the Duwamish Waterway North Crossing Alternative (DUW-2) because it has the least impact to the heron rookeries near the West Seattle Bridge, and the wetlands in that same area (Appendix N4, Ecosystem Resources Map, page 28) I'm also writing to support the alternatives which utilize SW Genesee St in the Delridge segment, DEL- 1 thru DEL-4, because it appears that this location is better connected to the bicycle master plan, shown in map 4-10 in Appendix N-4G, and it may also afford easier pedestrian access to a larger number of neighborhood residents as compared to the SW Andover St alternatives, DEL-5 and DEL-6. Thanks you for the opportunity to comment on this Draft EIS. Sincerely, Danielle Devier	Danielle Devier
04/28/2022	I support the 4th Ave Deep alternative. Fewest International Central District businesses and residents impacted. It's design includes an elevator which gives the station wheelchair access. This route does not impact the stadium station for big events. I understand 4th Ave is an important north/south route for daily traffic and this design, temporarily, would displace a lot of traffic during construction. However I and my family deeply treasure the cultural organizations & events, restaurants, shops, businesses and deep Seattle history of the International Central District and want it to be preserved. It is a community that offers so much to our city and deserves our care and respect. Thank you from a West Seattle resident.	Andrea Olsheskie-Gray
04/28/2022	please do not move forward with this expansion! funds would be so much more productive if allocated elsewhere, this expansion is unnecessary and harmful to small businesses and our unhoused neighbors.	Rachel Sun

04/28/2022	The proposed plan to build the expanded light rail line on 5th in Chinatown-International District will displace many businesses and community members. Demolishing these businesses would damage the community and displace people who have already been cast aside by the City of Seattle. We all understand the importance of transit but going with the plan to build on 5th shows that maintaining the history and land of Seattle's CID is not a priority. Protect the neighborhood and go with the plan to expand on 4th. Thank you, Sofia	Sofia Simonton Siegel
04/28/2022	I'm a West Seattle resident who doesn't have a driver's license (and doesn't plan ever to, for many reasons) so the future of light rail to West Seattle is of vital importance to me. I hope you realize that light rail expansion is a once-in-a-lifetime investment that we cannot afford to get wrong. Every time a segment of light rail has opened it has been revolutionary for the communities involved. It will continue to be so but only if we make smart, future-thinking, climate-forward choices. Ballard: Open additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. Interbay: Support Thorndyke Retained Cut [IBB-2a/IBB-2b]. Smith Cove: Preferred Galer Street Station/Central Interbay [SIB-1]. Seattle Center: STRONGLY prefer Republican Street Station and work to mitigate impacts to arts organizations as much as possible. Moving the station off campus would be a historic mistake that Seattle will regret for a century. SLU: Reject both presented options, study a Westlake or similar alignment oriented north/south within SLU boundaries and as centered on South Lake Union as possible. Denny: Westlake Ave Station [DT-1]. Update vertical conveyances and aim shallower. Westlake: 5th Ave Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Midtown: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. CID: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station, study a shallow cut and cover option over existing Downtown Seattle Transit Tunnel. SODO: Choose Mixed Profile Station [SoDo-2] and study construction further North at the existing SoDo Station location. West Seattle: Choose WSJ-5 with a request to study better DEL-6 that are compatible with WSJ-5. In general: Do not eliminate any stations. Work to make stations as shallow as possible. Improve transfer times wherever possible. This cannot be stressed enough!!! Ensure escalators and elevators are (1) fast and (2) have enough redundancy to handle game day rushes and not fail riders in the event of failure. Use fast surface-to-platform elevators (no mezzanines) when stations are more than 100 feet deep and align station design so that it's possible. Plan to build for future expansion in Seattle. Thank you!	Patrick Lennon
04/28/2022	I encourage Sound Transit to choose the 5th Avenue alternative for light rail construction. The CID has gone through decades of urban development and displacement and the further development of Sound Transit on 4th Avenue would cause major disruptions to the community's ability to thrive economically and socially, especially being one of the oldest and most diverse demographic communities in Seattle.	Jules Travis

04/28/2022	I am commenting on the DEIS for Sound Transit, specifically the West Seattle extension. While I've reviewed the DEIS and many of the Conceptual Design drawings and other items included in the DEIS, I do not have a comprehensive understanding of which WS station options can be combined with the others. I also attended the public online meeting on March 30, 2022 I recognize that West Seattle does not have the density of other Seattle areas, but much of that has changed in the recent past. The light rail proposed should reflect the developing character of the area; West Seattle is not a sprawling suburb. Many of the sections/ elevations that I have seen in the concept documents show light rail lines that are 70 feet in the air. That's taller than many of the surrounding West Seattle buildings and is more in character with the light rail lines running along I-5 (to Mountlake Terrace) and 509/599 (to Tukwila and the airport). If denser areas like Capitol Hill and the U-district have tunnel routes with correspondingly scaled stations, I believe the West Seattle neighborhood should as well, recognizing the increasing density and development in the area. Regarding the density of West Seattle, many of the Delridge options greatly impact the neighborhood to the north of SW Genesee St, west of Delridge Way SW, and east of SW Avalon Way. This area has many single family lots that have been upzoned to more dense zoning. Many of these properties have been redeveloped in recent years. Where there was once a single family home, there are 8 townhomes; this is the case throughout the neighborhood. During the March 30, 2022 public meeting, I asked, specifically, when were the housing displacements calculated, before or after all of this recent development? This question was not answered during the meeting. The Viaduct was removed from the West Seattle waterfront. While it was primarily due to the highway's structural deterioration and inability to withstand significant seismic events, it was also considered an improvement to the urban environment of the waterfront. West Seattle's densest commercial areas will suffer with a looming concrete structure through the active areas. I recognize that some redevelopment in that area would be improved by a light rail station, the remaining character of the West Seattle junction will be changed drastically with light rail lines above. Likewise, many of the concepts depict a light rail line 50 feet in the air, running alongside the golf course, and alongside of North Delridge's best and most used parks, with skate parks, wading pool, playground, and community center. The three West Seattle stations, so closely sited, do not make sense. I support the recommendations to remove the Avalon station, in order to allow a tunnel option (and additional funding) to move forward. DEL-5 and DEL-6 offer options to site the station such that the walk area of an Avalon station could easily access the Delridge station. While there is a light rail station proposed for North Delridge, the light rail line is not positioned to extend further south. It will not serve the larger Delridge and White Center community. Those coming from South Delridge areas will use the bus, currently 120, but a future Rapid Ride line, which has prompted many improvements in the area. This bus is very fast and efficient. The last stop in North Delridge is in close proximity to the proposed Delridge stations. It is the last stop before heading downtown. Because downtown Seattle is less than 10 minutes away from that last stop at Delridge and Andover, I don't believe that many riders will make the choice to transition to light rail. Transitioning to light rail will require them to change light rail trains in SoDo to even get downtown. That light rail option will not be preferable over the fast bus access to downtown (changing from a bus, to a light rail, to another light rail, to make a trip that can be done in 10 minutes if you stay on the bus????) I've headed downtown from the last stop of the current 120 and it is very efficient and fast. The Rapid Line C is very similar. There are Metro stops nearest the proposed Avalon light rail station; beyond that stop, it is a very quick ride to downtown. While I am not speaking for the office, I am sharing my opinions specifically about the impacts to our office. I work in a professional architecture office at the intersection of Delridge and Andover. It will be difficult for Sound Transit to find a comparable office location. Our office was constructed in 2004, and is still a very new building, in good condition. Ironically, our site was chosen for its proximity for a future monorail station. Our office reflects our architecture firm's design character and aesthetic. Three-quarters of the employees in our office live in the West Seattle area. Our office is also well positioned, near the West Seattle Bridge, to access the highway, to head to sites of our many clients in the region. In addition to our small architecture firm, there are three other professional offices in the building, with many other employees who live in the West Seattle area. I support DEL-5 and DEL-6, a tunnel, and a station near the West Seattle junction that respects the scale and character of the junction. I do not support an Avalon station.	Sally Crone

04/28/2022	Hello, I'm reaching out in response to the proposed location of the West Seattle Ballard link extension going through the international district/Chinatown. The current proposed location on 5th Ave will impact and displace some of my favorite businesses - specifically, Oasis Tea Zone, which has been a cornerstone of the community for more than 10 years and an establishment I frequent with my friends and family. It's worth noting that the owner of Oasis has been immensely helpful investing in and supporting other local small businesses throughout Seattle, and a blow like this to his business would be unfair and would serve to hurt our community. Please strongly consider the alternative route which would go through 4th Ave and would not impact any local businesses! Thank you for your time and consideration. We must do everything we can to protect small business owners in Chinatown/International District! Historically, not enough people in positions of power have advocated for them, and many businesses there (Oasis included) are doing great work to help the homeless and keep the neighborhood safe and clean.	Patrick Hayes
04/28/2022	Hello, my name is Autumn. I went to high school in the ID/CT and I spent pretty much every single one of my days visiting one of these business's that are being put in jeopardy. Oasis was one of my most visited business's during my high school years and it very important to that part of town. I'd hate to see such an important business and other very important business's go out of business because of a transit plan! Thank you for reading, I hope you highly consider not going through with this plan.	Autumn Wolff
04/28/2022	Please use the 4th Ave alternative as to go on 5th Ave would be a death blow for the historic Chinatown neighborhood. As a resident of Pioneer Square I know we need to treasure our historic neighborhoods.	Adele Avant
04/28/2022	This comment is on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. I am a community member who has worked and continues to shop in the CID. I am very concerned and unhappy with the DEIS plans and their impacts to the CID. I am especially against the options on 4th or 5th Ave. The 5th Ave options will displace critical and thriving business and effectively close off access to the CID for many people. I cannot believe that this is even an option given the history of community disruption and isolation caused by transportation and other development projects. I am disappointed that leadership is willing to sacrifice another historic community that continues to be plagued by some of the worst air pollution in the city. The 5- 10 years of construction, loss of business revenue, loss of visitors will lead to long term harm. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. We urge Sound Transit to reconsider options on 4th or 5th Ave and instead look to other options that will not displace our beloved residents and businesses in the CID.	Jocelyn lui
04/28/2022	Amendment to my previous comment: I made an unfortunate typo. I encourage Sound Transit to move forward with 4th Avenue alternatives to preserve businesses and community vitality on 5th.	Jules Travis
04/28/2022	No second tunnel. It doesn't add anything to this and will just add more costs to the project that is overbudget. Prepare for it in the future, but for now stick to the current downtown tunnel. Also, speed this up! The city of Seattle wants this sped up! Push to have this escalated, especially when the citizens of Seattle will have your back.	Robert DeMacon
04/28/2022	Evaluations by Sound Transit have failed to address the impacts this will have on the CID, and how large developments inequitably place additional burdens on communities of color, who have already been impacted by policies such as redlining.	Jenelle Ebisu

04/28/2022	Greetings, While I understand that times change and improvements need to be made, it is my feeling that the utmost care should be observed when these changes need to occur. The International District is a vital and historic part of the city and all reasonable efforts should be made to preserve it and keep it intact. In that light, regarding the proposed changes for the Chinatown-International District segment of the West Seattle light rail extension, I would prefer to see one of the 4th Ave options selected, preferably option CID-1b. The 5th Ave options would be highly disruptive to the community and I strongly oppose them. The loss of the building(s) and businesses in such an active part of the community would have significant consequences. Thank you for your time.	Peter Loh
04/28/2022	There is an opportunity to develop a station alternative site at the empty surface parking lots adjacent to Tilikum plaza where the belltown/Denny/ seattle center corridors converge. This triangular site in particular (bound by Denny/5th avenue/ and vine st) provides a tremendous opportunity for attracting even more ridership from the residents of Seattle's most dense neighborhood: Belltown (more than 56,000 residents per kilometer) as according to the downtown seattle association. I have read, Sound Transit is considering consolidating the Denny/ south lake union stations. I was present to hear the feedback from the Seattle center arts organizations strongly opposing the current alignment during a public forum. I believe this site provides a tremendous opportunity for compromise with far less disruption. Every other alternative proposed would involve demolition of existing structures, whereas this site across from Tilikum plaza is a rare location in downtown seattle; as it sits on empty surface parking lots across from a historic site and plaza. The station could even be called "Tilikum plaza" honoring this nearly century old plaza and commemorating our native history. All while being within steps of the space needle, the heart of belltown, AND Denny park. Three birds with one stone, I think! Please consider this site as it provides many opportunities for study. It would be a failure to not include the most residentially dense neighborhood (belltown) in a downtown alignment when considering ridership. This site gets the alignment closer to belltown, away from disruption to seattle center, and within walking distance of the growing Denny developments. Thank you for listening. See attached photo.	Christiano Martinez
04/28/2022	Hello — I'm a concerned citizen and user of Sound Transit, I seriously ask the Sound Transit Board to please reconsider the the 5th Ave alternative route. As a frequent customer/consumer of the international district (CID) I recommend the 4th Ave Alternative District as it impacts fewer businesses and historic buildings/landmarks. I understand the impact of transportation and traffic along with potential prolonged construction, but I fail to see the impact of a 20 minute more commute within a city with already a high volume of traffic than the uplifting and impact of centuries of history and family businesses that thrive in the area the 5th Ave Alternative route would take. Thank you	Sami Everhart
04/28/2022	Hands off China Town. Wasn't the pandemic enough to destroy this wonderful historic community?	MaryAnne Reichle
04/28/2022	The light rail station should not negatively impact the very community it is trying to serve in this way. Preserve Seattle's Historial International District and choose one of the other locations for the light rail station!!	Gwendolyn McKenzie

04/28/2022	My name is Mark Jessup and I'm a proud member of our Beacon Hill community. I understand that the ICD Light Rail station needs expansion and there are two main routes being considered. While the 5th Avenue route offers a faster and financially less-expensive option, it would come at great cost to the residents of the IDC. The neighborhood has already suffered disproportionately throughout the Covid crisis and continues to battle anti-Asian sentiment and active vandalism to this day. Displacing successful local businesses, which are also cultural touchstones with deep community ties, sends a terrible message to our friends and neighbors there. It would be yet another blow to an area of rich cultural heritage which has had to overcome far too much already. Recently and throughout our checkered past. I implore you to consider the people first, and make the ostensibly harder, but ultimately far more just, decision. Choose 4th Ave. Thank you for your time, Mark Jessup 5052 28th Ave S Beacon Hill	Mark Jessup
04/28/2022	Hi there! As one who voted for the transit centers to be built I couldn't be more excited about this endeavor to a more accessible and sustainable place! This recent issue on whether to add the railways to SODO or our international district however is concerning to say the least. I would like to advise against building further into our Chinatown/ International district for numerous reasons. Per your charts in the proposal it was stated that 600+ businesses and homes would be demolished during construction in the International District, vs only 200 businesses in SODO. While neither are convenient, especially with having to move a large mail center, I do believe that with our current climate and with homelessness being rampant in our city that demolishing homes that people can actually afford is one of the worst mistakes you could make. Not to mention that this one of the last cultural hubs largely unaffected by the large tech companies in the area as well as the people who have moved here in search of these better jobs. While SODO is beneficial to our commerce it is also to note that to get into the area by anything other than cars is ridiculous. 4th Ave close to HWY 509 for instance, while technically walkable, isn't convenient for travel unless in a motorized vehicle. Walkways there have construction, a large road that could be potentially unsafe for pedestrians and bikes, and not to mention the bus system comes infrequently. You would not only be saving a tight community of people from having their entire livelihood demolished, but would also be improving a different part of Seattle in a way it really needed to be improved. Please think of our people when making this decision. We can't put money in your pockets with intense lobbying, but you were put into office to assist in making our area a wonderful place. I appreciate you listening, and hope that you will make the right decision!	Loni Rains

04/28/2022	Hello - While I am very excited to see planning moving forward on the new West Seattle-Ballard Link Extensions, I am concerned about the alignments and impacts of the C-ID station and the Ballard station. For the Ballard Station, I do not think the 14th Avenue alignment should be considered. The already-disrupted MIC would be further eroded by the introduction of more non-industrial traffic into the area. For the C-ID station, I would strongly urge Sound Transit to abandon the 5th Avenue station options and look instead at alternatives around the 4th Avenue station. In assessing that alignment, I think more attention should be paid for minimizing impacts and providing support to the businesses, organizations, and residents in the neighborhood. Some ideas that could be considered: prohibition of thru traffic on C-ID streets, except buses; reduced speeds for buses to limit vibrations that could impact the surrounding buildings; and extending the reroute options west to Alaskan Way and east to 12th Avenue. The more that traffic can be dispersed or discouraged from passing through the neighborhood, the better. Could investments be made, along the lines of Milepost 31 in Pioneer Square, which was meant to offset the impact of the AWV replacement project, that would help the neighborhood weather the construction project? The C-ID has borne the brunt of I-5's construction, the disruption created by the stadiums' construction, and the impact of the pandemic, amplified by racism. A neighborhood with the C-ID's history and deep sense of community is like an old-growth forest. Once it is damaged or removed, it will take generations to regrow. Why undermine one of the strengths Seattle has at a time when we need everything we have to rebuild after the pandemic? Finally, please do everything you can to prevent the construction of the ventilation structure in front of Union Station. That will make that chaotic corner even more so and ruin the experience of the facade of the station and the experience of the pair of train depots flanking 4th Avenue. I realize that the real estate available for such a structure is limited, but I think every other option should be explored. Thank you, Jennifer Ott	Jennifer Ott
04/28/2022	RE: DEIS for West Seattle and Ballard Link Extensions Project The DEIS does not adequately encompass the historic reality of past public policies and actions that impact the C-ID, the everyday lived legacy of those actions to the present-day and the subsequent real threats to future survival of our neighborhood. The final EIS requires greater clarification on multiple fronts to better assess construction impacts: adequate consideration of re-routing of traffic and buses through the C-ID. This impacts pedestrian safety and neighborhood access for residents (many of whom are elders), visitors and school groups. consideration of vibration impacts in noise and vibrations analysis. consideration of impacts of stadium events in transportation analysis. accurate estimation of impacts of parking losses. accurate understanding of visual and noise impacts. I join Wing Luke Museum in calling for exploration of options for refinements to the proposed alternatives beyond what typically occurs from a DEIS to Final EIS that will not result in displacement within the C-ID, as well as for additional study by external consultants, working with community partners, to address the numerous requests for additional information or exploration, whether related to historic and archaeological resources or the multiple fronts for construction impacts.	Nanette Fok

04/28/2022	Hello, I would like to express concern for the noise and vibration impacts of the SIB segment, and express a strong preference for the SIB-3 option for the South Interbay segment of the Link Light Rail expansion, instead of the SIB-1 and SIB-2 options. Here I am referencing Executive Summary sections ES.3.1.2.4, Figure ES-42, and Table ES-7 of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement. I am writing as a Lower Queen Anne / Interbay resident and homeowner. I would like the South Interbay segment to be on underground tracks in the tunnel instead of any of the above-ground tracks. This area along Elliott Ave W is a residential area, and I would like to minimize the noise level and vibration, both during initial construction and during regular operation. This area is already quite noisy and even vibrating all day and night due to car traffic, bus traffic, emergency vehicles, freight trains, airplanes, ships/ferries, and also the Pier 86 Grain Terminal in that area. This is already too much noise, and we don't need an above-ground light rail line adding to so much noise in this residential area when it could be avoided by the SIB-3 option of an underground track in a tunnel. The SIB-3 option will have both the greatest long-term benefit and greatest short-term benefit to the neighborhood, and is absolutely worth the investment. Thank you for your thoughtful consideration of this neighborhood and the people living in it.	Namrata Kothari
04/28/2022	Hi, I would like to express concern for the residential displacement impacts of the SIB segment, and express a strong preference for the SIB-3 option for the South Interbay segment of the Link Light Rail expansion, instead of the SIB-1 and SIB-2 options. Here I am referencing Executive Summary sections ES.3.1.2.4, Figure ES-42, and Table ES-7 of the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement. I am writing as a Lower Queen Anne / Interbay resident and homeowner. I would like the South Interbay segment to be on underground tracks in the tunnel instead of any of the above-ground tracks. The SIB-3 option has the least residential displacement, which is an absolutely critical consideration now and in the future. This area of Lower Queen Anne / Interbay is one of the very few Seattle neighborhoods with walkable access to the city, while still being affordable for family-friendly, 2+ bedroom homes. Furthermore, the other options of SIB-1 and SIB-2 would also displace the tiny-house shelters for people who are already in need. We don't need to send people out of already-limited housing options in this residential area when it could be avoided by the SIB-3 option of an underground track in a tunnel. The SIB-3 option will have both the greatest long-term benefit and greatest short-term benefit to the neighborhood, and is absolutely worth the investment. Thank you for your thoughtful consideration of this neighborhood and the people living in it.	Namrata Kothari
04/28/2022	I support the 4th Ave station which would have less impact upon the Chinatown international district community in general.	Erin Wolf
04/28/2022	Please do not go forward with the 5th Ave option. Seattle's Chinatown has already been negatively impacted by the building of freeways and stadiums, to the detriment of residents and businesses. To build through this neighborhood would be a continuation of a long record of inequitable and callous decisions which only harm our neighbors. The thought of going forward with a plan that would require the closing of multiple cornerstone small businesses who've been enduring through the pandemic & a large increase in anti-Asian harassment should not be an option at all. Please look back at your options and center equity and the needs of this vibrant neighborhood in your decision-making. Thank you.	Michelle Tong

04/28/2022	The 5th Ave WSBLE options will displace many CID local businesses as well as make the CID area hard to access. This will be another major hit, on top of COVID-19, to the businesses that I would like to visit and support. I prefer the 4th Ave options, CID-1a and 1b, because it would result in less disruption to the businesses and residents.	Naphat Lertratanakul
04/28/2022	I believe if the public had known 1) how many people would be displaced 2) how expensive this project would be 2) environmental impacts we would NOT have voted for bringing light rail into West Seattle. Please face the fact that the elevation gain from the port to the Junction is UNFEASIBLE. Scrape this project! We are no longer supporting it NOW THAT WE KNOW. Find property along West Marginal Way (does Alaska Marine Line really need all that space? Displacing a business or two is way more feasible then displacing all the homes) to put a station along there, then run EV shuttles all around WS to bring people to the station.	Cinda Stenger
04/28/2022	None of the options are great as they have detrimental impacts to the CID small business and rich history it holds. Considering all options, the 4th options are more ideal, as they have less impact to the businesses and communities. It will displace less business and dispute less community activities.	Jena Gerry
04/28/2022	I strongly recommend ST listens to the C-ID community and stakeholders. We need stronger and deeper evaluation of other possible sites and choices that do not cause harm to our neighborhood and community of the C-ID. Far to long the C-ID and other Chinatowns across the country have lived through the negative displacement and push from their leaders - all in the face of advancement. We are a community, a culture and a place. We matter. Do not shrink us or continue to cause harm in the sake of development. Instead, ask us all to the table to think of additional and unique ways we can all make a change for the better. We are a community of daughters, sons, parents, grandparents, aunties and uncles who are business owners, patrons, stakeholders, activists, professional and donors. We care and love the C-ID.	Vivian Chan
04/28/2022	The expansion of the CID light rail will disrupt and displace 5-19 historic businesses. This is unacceptable. Sound transit must help these businesses relocate with financial assistance, as this is incredibly harmful to the community in the ID. If you actually cared about equity, you would work to help the businesses there.	Debby Tran
04/28/2022	I am worried about the impact this project with have on the Chinatown-ID, a neighborhood that has already suffered financial losses because of the transportation needs of the city. Please use the route that displaces the fewest amount of small businesses and residents.	Brooke Hanson

04/28/2022	I applaud the plan to provide mass transit for this region, but I'm dismayed that the CID Station plan (project alternatives CID2a and CID 2b) will further disenfranchise some of the most vulnerable citizens in an area of the city that has repeatedly been subjected to division, reduction and neglect, and permanently displace or close down the small businesses who have historically been relegated to this district because of redlining in Seattle and surrounding areas. Sound Transit should not tear into this district as it is an historic area that instead needs to be preserved and protected. Although this comment is not too suggest another neighborhood for this development, I strongly believe that there are areas nearby that don't have such a dense population of elders, mixed income housing, community organizations and social agencies that have built up a viable and urgently needed community. For example, there are more industrial areas near the stadiums and to the south of the stadiums which seem not to be residential areas. Specific sections that note irreparable and negative impact for the CID include: 5.4.1 Transportation: "The project would either remove or convert some street parking to bus (or other transit) loading zones; however, the project would also be removing some of the residential or commercial land uses that created demand for parking in these areas." And, "Social and community resources within the Chinatown-International District Segment have historically faced multiple construction-related interruptions, delays, and accessibility issues associated with recent redevelopment and infrastructure projects, such as the First Hill Streetcar. " The businesses in this area have already been devastated by the pandemic. Many businesses are small and family owned and are still rebuilding. The disruption of construction and loss of parking would further exacerbate the ability to rebuild. 5.4.2 Acquisitions, Displacements, Relocations: "… Sound Transit's study of available and vacant properties within the WSBLE study area indicates that most, if not all, displaced entities could be relocated within the city, although not necessarily within the same neighborhood." The very reason that the CID exists is to provide a safe and culturally appropriate neighborhood with the services needed by new Americans who arrive speaking an Asian language, or elderly who rely upon the culturally relevant services provided by social service agencies created through grassroots activism, or others who have found housing within multi-income apartments, often made possible by ongoing planning and negotiation with the city of Seattle. 5.4.5 Social Resources, Community Facilities and Neighborhoods "… the Chinatown-International District was identified by the City as having a high displacement risk to residents and businesses. …These efforts are in early phases and will continue during the Final Environmental Impact Statement and final design phases, guided by the community and informed by the actions of the Sound Transit Board to identify the light rail project to be built." The long term impacts of alternatives CID2a and CID2b need to be determined more fully and more extensive work with CID businesses and CID stakeholders who have strong ties to the neighborhood and fully value it as an integral, vibrant, irreplaceable, but fragile, neighborhood. I thank you for this opportunity to comment on this DEIS. I urge you to continue work on alternatives that do not threaten any part of this Chinatown-International District and the people who live and work here.	Charlene Mano

04/28/2022	I am writing as a concerned community member with deep multi-generational and family and cultural ties to the Chinatown International District and a clear eye for how the community and neighborhood have absorbed the negative construction impacts decided by federal, state, and city governments over generations, including the I-5 construction, which split the neighborhood in half, the Kingdome, then Safeco Field, the CenturyLink Field. Additionally, key infrastructure projects like the SR-99 deep bore tunnel, Seawall, Seattle Waterfront, Alaskan Way Viaduct demolition, and the First Hill Streetcar construction have put extraordinary pressure on the neighborhood for generations. The costs are shouldered by a treasured cultural community with residents and businesses currently hanging on by a thread due to the COVID-19 pandemic and extreme rise in anti-Asian hate. Now, I am alarmed to see that Sound Transit's Draft EIS for CID puts the community, its residents and businesses, who are already so vulnerable, in the crosshairs yet again. While I certainly understand and believe in connecting our communities with public transit, I urge Sound Transit's Board of Directors to reconsider its draft plans. Of most concern are the 5th Avenue Options, which include: construction and street closures for up to 11 years; demolition of buildings where treasured businesses like Ping's Dumpling House, Pacific HK Cafe and more are located; and extremely disruptive construction impacts including years of street closures, detours and loud machinery in the CID for up at 16 hours per day, along with poor air and sound quality. Our elders and other fragile community members live here and businesses rely on those outside the neighborhood to come for our favorite treats and family meals. CID-2a will displace 19-27 businesses and 170-230 employees. On street parking will be lost (which is already severely limited) and the loading dock and plaza, as well as garage for Uwajimaya will be impacted. The CID-21 Diagonal station will have similar impact, including temporary impacts to businesses and parking, as well as temporary displacement of the American Hotel and retail, and additional on-street parking. Finally, CID-2b will result in 18 business displacements and 170 employee displacements, as well as 40-50 on-street spots at least temporarily. While CID-1a and 1b are also impactful, they are less so. In sum, I urge the Board to consider the vitality and future of the CID community and make community-informed decisions that ensure our residents and businesses are cared for and supported as we move into this next phase of the pandemic and try to rebuild. As a public agency, please seize the opportunity to lead by putting first the needs of those furthest from justice and influence on decisions of long lasting consequence to the ability of this local treasure to survive and thrive--for the CID community, its residents and businesses, all of us who consider CID home, and for the future of our beloved city, which is only made stronger by the people and place of the Chinatown International District as a contributor to our history, our present and our future.	Anne Katahira

04/28/2022	Hello, I hope these are concise and to the point but at the end of everything the Ballard-West Seattle Link Extension must put riders and increased ridership first. Your target should be to build a solution that would help a single parent who speaks English as a second language, has a bad back, and is holding down 2 part-time jobs. We must not eliminate ANY stations from what voters approved with ST3 in 2016. If planned stations are removed, that is in direct opposition to what the region's voters want and need. All stations should be built as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. -Deep and high-capacity stations also call for excellent vertical conveyances, which is proven to have not been a priority in the past. This pattern has to be broken. Elevators and escelators cannot fail riders or trap them from alternatives in the event of mechanical failure. Creating large capacity areas other than elevators will allow optimal use of the elevators by less physically able-bodied individuals, allowing them to still use our transit to the fullest extent. Ensure escalators and elevators are both fast while having enough capacity and redundancy to handle traffic like game-day rushes. Elevators should go from street level straight to the platform level, without mezzanines to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. If we are to anticipate expanding our transit system off of this current expansion, we need a better and more flexible solution. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. The organizations here have had to deal with quite a bit of disruption from the pandemic and Climate Arena's construction, and additional disruption and impacts should be heavily weighed and avoided when possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. This will allow better expansion opportunities and quicker transfers which will increase usage. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. Having to navigate 3-4 different mezzanines to reach your At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.	Alex McGuire

	Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	

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04/28/2022	As excited as I am for a light rail connection to intersect between International District and Ballard, we must also consider the impact that current construction has. Chinatown has been heavily targeted and was even more so attacked with the lockdown and COVID. Traffic through the blocks are already congested and the businesses are holding on to what they can. If construction were to occur and displace people, there would be significantly less foot traffic, reducing the profitability for businesses. With construction and road blockages, car traffic will definitely increase, and with that, a decrease in people wanting to travel through. There is always the promise of "in a few years, it'll be so much better and these businesses will thrive". But what about now? If these businesses can barely make it through Covid, how can we expect them to make it through construction? Please consider the impact on you have on these families that work 16 hour days, 7 days a week, that can't shift to another workplace as easily.	Melissa Huang
04/28/2022	CID-1A or CID-1B would be the better options because those would create the least amount of construction disturbance to the area. The Chinatown-International District has already been hard hit over the past few years, and we do not want to lose any beloved international district businesses/institutions due to displacement or other negative disturbances to the neighborhood.	Isabella Sun

04/28/2022	As many of the Sound Transit staff and Board Members know, I have been a staunch advocate of selecting the Yancy/Andover alternative, connecting to a light rail route that then follows/parallels the automobile arterial of Avalon Way. Sound Transit's two stated objections to the Yancy/Andover route are the Delridge station location and the truck traffic going in and out of Nucor Steel Both objections can be ameliorated: The station location could be moved 600 feet to the west, onto Andover. Here it would be adjacent to open land (surface parking lots) that can be made into a transit hub and TOD. If I am recalling correctly, Metro shared estimates 80 to 85 percent of light rail riders using the Delridge station will result from/to bus transfers. The truck entrance for Nucor can be moved to the northeast corner of the Nucor property where trucks can enter and leave the Nucor plant on lower Spokane Street. This move would eliminate truck traffic interference with the Delridge Sound Transit station. This access alternative was looked at by a team consisting of Sound Transit representatives, Metro, The City of Seattle, and Walter Reese, an executive at Nucor Steel. The solution was deemed workable. The two parties that would need to work out the details of this solution are: 1. The City of Seattle and 2. Nucor. I'd like to see housing in Youngstown preserved. Youngstown is a vibrant, growing community. Nothing stands still. Starting in 2017 and during the years following, Youngstown sprang to life. Approximately 100 homes were built in a two-block area; all this, during the time light rail options were being studied. Many of these homes are squarely in the path of the two preferred alternatives. Youngstown is a vibrate mix of the old and the new; it remains relatively affordable when compared to other parts of Seattle. Please respect these families and homeowners and choose Yancy/Andover as the line to be built. Respectfully, Dennis Noland	Dennis Noland
04/28/2022	To Sound Transit Board Members and Seattle City Council Members, Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Avenue construction. To do so feels violently harmful to marginalized communities and I wholeheartedly oppose this plan. Sound Transit, please take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! Sincerely, Lauren Hipp -Seattle-born and -raised -Current South Seattle Resident (going on 6 years) -Lifelong supporter of Chinatown International District	Lauren Hipp

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ted Hastings twhastings@gmail.com	Ted Hastings

	6525 20th Ave NW Seattle, Washington 98117	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle peak loading and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a station with entrances near the intersection of Westlake and Mercer. At Denny: Consider shifting the station to the west, in the vicinity of Fairview and Denny. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Consider design alternatives that would allow the proposed station to be shallower. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Casey Bryant caseyabryant@gmail.com	Casey Bryant

	403 Northwest Market Street Seattle, Washington 98107	

04/22/2022	Manager DEIS Comments, I realize voters decided on an option from West Seattle to Ballard, but ST3 is taking that route too literally since it was the only option given to voters. It makes very little practical sense to run a north/south line from Interbay to Ballard since there's already a north south line at I-5. With Seattle's unique geography being so narrow between two bodies of water, the entire north city could be serviced with east/west lines crossing the north/south line. Instead of doing a line up Interbay, which serves very few, it would make far more sense to run a line from Montlake & Leschi to Magnolia, with stops at the Seattle Center, under the mid part of Queen Ann, then Interbay, Magnolia, and north Magnolia. Forget about doing a bridge which makes no pratical sense whatsoever. For Ballard, do crossing east west lines every 20 blocks, so that you transfer onto the main n/s line. You could do all of those as surface streetcar lines or even bus lines. I would suggest presenting more options to voters on which to choose, because running a lkne up Interbay makes no sense, since the population centers are east and west of that corridor. You really think all these people are going to walk several miles to Interbay? Phil Caldwell pc2143@yahoo.com 1810 Day Island Blvd West University Place , Washington 98466	Phil Caldwell

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Matthew Khor genxswordsman@hotmail.com	Matthew Khor

	1155 NW 60th St Seattle, Washington 98107	

04/24/2022	Dear Sound Transit-I love to go to West Seattle to visit friends and for an exercise class, among other reasons. I look forward to a faster and more reliable way to get there via mass transit. At age 75, I would strongly prefer an option that is more quickly achieved. I also figure that a light rail feeder would be too destructive, and ineffective, and would take way too long, causing traffic to be worse rather than better for such a long time. I prefer a serious look at a gondola system. I also question the sincerity of the effort for a quality EIS if the Ballard and W. Seattle feeder lines are considered as one. Structure of the DEIS Project Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate project treated together when they do not even connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one and this should be rectified for the final EIS. Environmental Impact Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a huge carbon impact caused by the construction. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare gondola and light rail carbon footprints in construction and operation. Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way. Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions. The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035. Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner	John Birnel

	cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther. Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours. Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen. John Birnel 719 N. 68th St. Seattle, Wa. 98103	
04/24/2022	My name is Nat West and I appreciate having the opportunity to comment on Sound Transit's possible light rail track's location. I am fortunate to own a 650 Dusty Strings hammered dulcimer, the best hammered dulcimer in the World, manufactured in Seattle. It is my understanding one option for the track will cut through the Dusty String building and force them to relocate. The small, family owned manufacturing business is unique and well known throughout the World for hammered dulcimers and harps. They have done business in Seattle for over 43 years and I am hopeful there may be other options for the track that will not effect them. I feel sure they want to stay in Seattle and I'm hopeful they can do just that by staying in their current location. Thank you for your consideration. Nat	Nat West

04/24/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Rachael Worthington r.stanton@gmail.com	Rachael Worthington

	1408 NW 59th St #B Seattle, Washington 98107	

04/24/2022	Manager DEIS Comments, Good evening. After reviewing the Sound Transit's DEIS materials for The Ballard-West Seattle Link Extension I am writing to submit my comments. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: Pursue a shallow 5th Ave station. Use project funding to re-locate existing businesses and pay their rent for the duration of the project. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ian Crozier puhseudo@gmail.com	Ian Crozier

	3212 13th Ave S Seattle, Washington 98144	

04/24/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Michael Thomas thomas.mike@gmail.com	Michael Thomas

	8225 Wallingford Ave N Seattle, Washington 98103	

04/25/2022	2.6.6 Tunnel Light Rail Construction For all proposed tunnel construction methods, the need for fresh air requires that a mechanical ventilation system and fans be in place. Fans could run for 24 hours a day and could be audible at tunnel portals, stations, or access locations. Comment: For CID/SODO segment, need to state locations of the vent systems and fans; need to clarify are these separate from the ones going onto the BoA property and the Naomi Teahouse property; how audible will they be? Excavated material would be removed and hauled to a permitted disposal site. Truck hauling would require a loading area, staging space for trucks awaiting loading, and provisions to prevent tracking soil on public streets. Truck haul routes and trucking hours would require approval by the City of Seattle. Surface hauling could occur at night during off-peak traffic periods or could be concentrated during the day to minimize noise in noise-sensitive areas. Comment: Where is the staging space for trucks fawaiting hauling or CID 2a and diagonal? Haul routes not given for CID 2a or 2b. Measure noise of surface hauling at night when people are trying to sleep and/or leave windows open. What is the fugitive dust plan? How will impacts to Chinatown night businesses be mitigated? Especially the cultural imperative of “siu yeh” or “eat late at night.” The closest equivalent in English is “midnight snack." Betty	Betty Lau

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Liz Dodds 4545 Sand Point Way NE Seattle, WA 98105	Liz Dodds

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04/25/2022	Hi folks, I've reviewed the Draft Environmental Impact Statement executive summary and I'm concerned with the extraordinary amount of displacement involved with the WS light rail extension. Particularly because the demographics in many of the proposed routes have a disproportionately high number of lower income and/or BIPOC communities. I'm also concerned that the Genesee routes violate a City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for. I'm a long time golfer as well and the loss of revenue and loss of recreation opportunity due to the impact at the West Seattle golf course would impact for over 60,000 golfers each year. Please take another look at the gondola option. I understand it's not your default modality, but this really does make a ton of sense. Cheers, Michael O'Brien michaeltimothyobrien@gmail.com (206) 245-6534	Michael O'Brien
04/25/2022	The construction and operation of light rail within West Seattle will necessarily have negative visual and experiential impacts on West Seattle. It is critical that these impacts be minimized by routing considerations and limited use of elevated track. The use of fully elevated track for this portion of the light rail system would be unique within the overall system in its relationship to residential neighborhoods, and would be extremely destructive to said neighborhoods. Elevated track is acceptable when adjacent to freeways, or when necessary to cross waterways, but cannot be allowed within dense, pedestrian-oriented urban neighborhoods, where it prevents uses below the track and aggressively depresses uses adjacent. For the Delridge segment, most of the alternatives create extremely divisive and imposing overhead structures that will permanently scar the neighborhood. DEL-6 is far preferred in its limited use of elevated track, its alignment along a natural boundary between industrial and residential uses along Andover, and adjacency with the Fauntleroy Way right-of-way. For the West Seattle Junction segment, both of the elevated alternatives create a physical and visual barrier between the Junction and the Triangle neighborhoods -- the gateway to West Seattle -- at a time when development is progressing towards knitting these areas together. WSJ-1 is the most destructive alternative to the existing neighborhood, with the potential for further damage with future expansion to the south. The WSJ-2 station is too far removed from the heart of the Junction, and too close to the Avalon station. WSJ-5 provides for the most beneficial station locations, limits its above-grade impact to the area already compromised by a freeway approach road, and presents a sensible balance of cost considerations relative to other tunnel alternatives. Thank you, Casey Borgen	Casey Borgen

04/25/2022	To Sound Transit Board Members and Seattle City Council Members, Construction on 5th Avenue in Chinatown to Japantown means: Full closure of King Street, S. Weller and 5th Avenue for several years. Disruptions to 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence. Disruptions to 30 immigrant businesses permanently closed or forced to move. Disruptions to schools, daycares, programs serving thousands of children and youth. Disruptions to programs, classes, recreation for 1,200 elderly non-English speakers. Therefore, please take 5th Ave. (option 2a and 2b) off the table. "Move Forward on 4th!" (Option 1a or 1b). Thank you for your consideration, Zhi Zhou	Zhi Zhou
04/25/2022	Construction on 5th Avenue in Chinatown to Japantown means: Full closure of King Street, S. Weller and 5th Avenue for several years. Disruptions to 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence. Disruptions to 30 immigrant businesses permanently closed or forced to move. Disruptions to schools, daycares, programs serving thousands of children and youth. Disruptions to programs, classes, recreation for 1,200 elderly non-English speakers. Therefore, please take 5th Ave. (option 2a and 2b) off the table. "Move Forward on 4th!" (Option 1a or 1b). Thank you for your consideration, Jianhua Li	Jianhua Li
04/25/2022	In this day and age, all projects of this nature around the world are tunnels for the least longterm future impact. The west seattle bridge is a perfect example of imminent failure with any other option.	MJ Feiner
04/25/2022	More on below 2.6.6: Need to establish baseline of noise, haul truck noise, vibration, air quality for CID/SODO Segments 2a, 2b, diagonal. Then if 5th Avenue is chosen, re-measure for differences for mitigation spending. Need to establish photo inventory of what historic buildings look like pre construction, during construction and post construction to correlate to changes in measurements in #1 Perhaps computers could be used to predict future noise, air quality, vibration effects of demolition and tunnel construction activities. Betty	Betty Lau

04/26/2022	3.15.4 Mitigation for Operation Impacts . The following locations have pedestrian facilities that would experience L.O.S. F conditions and be substantially impacted by the project: Sidewalk on the east side of 5th Avenue South between South Jackson Street and South King Street for Alternative CID-2a and Option CID-2b · Pedestrian facilities unexplained. · Omission of pedestrian facilities discussion for proposed King, Weller, 6th Avenue closures Any other L.O.S sidewalks? Comments: Define “rechannelization” slated for 4th Avenue. Define “Pedestrian facilities.” What about the sidewalks on the closed part of King Street, Weller Street and 6th Avenue from Jackson to Weller? Note: Presentation stated one block of 6th Avenue adjacent to HHP. Would be closed but DEIS says 2 blocks will be closed. Discrepancy needs to be addressed.	Betty Lau
04/26/2022	3.16.3.3 Chinatown-International District Segment Most of the pedestrian activity with the International District/Chinatown Station with any of the alternatives would be underground or within the plaza area, minimizing interaction with vehicles. · Bicycle traffic lacks consideration for over 1,200 elderly limited English residents who walk slowly throughout the CID and daily to Hing Hay Park for exercise and. socializing · Develop a safety plan to control bicycle speed to avoid elderly pedestrian interactions with bicyclists	Betty Lau

04/26/2022	3.19.3 Chinatown-International District Segment 3.19.3.1 Arterial and Local Street Operations Table 3-29. Key Construction Roadway Closures – Chinatown-International District Segment CID 2a: 5th Ave. from Jackson to Weller-- Partial closure, 2.5 years Full closure, 9 months (includes 6-month partial closure of intersection at South Jackson Street) CID 2b: 5th Ave. from Jackson to Weller—partial closure, 1 year CID 2a: 5th and Jackson-- Partial closure, 6 months for intersection at 5th Avenue South Comments: · Traffic diversion from closure of 4th Avenue should be equitably distributed between waterfront, Pioneer Square and CID. · ST plans to detour all 4th Avenue detour traffic into CID, unreasonable and unfair. · Equitable distribution out to the waterfront needed · Street closures need to include pedestrian facilities discussion for sake of the businesses; no sidewalk, no business	Betty Lau
04/26/2022	3.19.3.2 Transit Trolley buses could potentially be rerouted through the Chinatown-International District on 7th Avenue South or 8th Avenue South. Comment: Re-route to James or Madison via waterfront; re-route to 12thh and King then loop over to Rainier, north on Dearborn to First Hill; get some creative ideas going	Betty Lau
04/26/2022	3.19.3.3 Parking Alternative CID-2a could temporarily remove 155 to 195 on-street parking spaces on 6th Avenue South, South Weller Street, 5th Avenue South, and South King Street, and could eliminate additional parking along 8th Avenue South with the relocation of the trolley bus system. Option CID-2b could temporarily remove 40 to 50 on-street parking spaces on 6th Avenue South and South Weller Street during construction. These parking impacts would not occur with the diagonal station configuration for Alternative CID-2a, but 10 to 20 on-street parking spaces on 5th Avenue South and South King Street would be temporarily removed. · Incalculable business losses and severe adverse effects to those trying to see elderly relatives; need to analyze cost benefit socially to the community · Severe im[pacts to local visitors since CID is a major regional draw for Asian Americans and tourists as the former home of Bruce Lee and hub of Asian American cultures · Remove equivalent number of parking spaces from The Ave or Market Street or California Avenue or from the UVillage because of the expectation that everyone will walk, bicycle or take transit there.	Betty Lau

04/26/2022	3.19.3.4 Non-motorized Facilities (Bikes & Pedestrians) The closure of South King Street and South Weller Street would also affect pedestrian movements to and from the existing light rail station. The diagonal station configuration for Alternative CID-2a would reduce the duration of the 5th Avenue South partial closure and would allow South Jackson Street to remain open for pedestrians. Comment: Remember 1200 of those pedestrians will be slow moving elderly non English speaking residents with various challenging conditions. Move Forward on 4th for their sakes. DEIS needs to plan for their safety during demolition, construction and post construction, particularly for those using assistive devices and those in cognitive decline or poor mental health. What are the mitigations for them in the new station plaza; perhaps ban bicycles, scooters and have all riders walk their bicycles and scooters in.	Betty Lau
04/26/2022	3.19.3.5 Safety Comments: · Again, lack of plan to protect elderly from bicycle and scooter crashes No mention of daycare or elementary children protections from bikes and scooters	Betty Lau
04/26/2022	3.20.3 Mitigation for Indirect Impacts No mitigation for indirect impacts is anticipated. Comment: Indirect impacts to the community need to be listed and analyzed for impacts to residents and businesses. If there aren't any, ask community to contribute to the list.	Betty Lau

04/25/2022	Overview: Integrity & Trust ST has shown a cavalier disregard for the legitimate benefits of gondola versus light rail in West Seattle, including eschewing an open-minded review by experts qualified to speak to gondola technical feasibility, obfuscating facts in the DEIS, and failing to acknowledge contemporary advances in transit modes highlighting gondolas as an area of extreme opportunity, especially for highly dense, hilly areas with commercial waterways such as many places in the Seattle metropolitan area and such as a growing number of communities are considering world-wide. A reasonable, transparent staff would take a solid, due-diligence look at gondola, and nearly guaranteed would see that this better serves the WS peninsula in virtually EVERY way; preserves our precious real estate and habitats; vastly reduces our carbon footprint; delivers a DECADE earlier; and frees up $2B to serve other urgent transit needs especially in under-served communities. WHY would ST not opt for a superior solution that lays groundwork to serve expanded communities? Real Estate costs LR (light rail) downplays devastation on 1000-2000+ residents & business demolitions and lack of local relocation ability (4.2.1.3, 4.2.1.7/8), wildlife (including protected heron & osprey populations and other wetland, bird and salmon habitats) and green spaces, ALL nearly entirely mitigated by aerial gondola system. Homes/businesses will not easily/feasibly re-locate nearby ('within the project vicinity) due to Relocation will likely impact their credit scores/business forecast, reduce borrowing Property value estimates will likely be far below actual market prices in our historically hot real estate market Virtually no real estate inventory for nearby relocation Relocation outside the immediate area puts MORE transportation burden on the beleaguered WS community Those remaining in the area will have a massive up to 150' rail guide carting travelers across their City/Sound views with resulting privacy loss; gondola has mist-able windows for privacy taking up a tiny fraction of the visual landscape, with a fraction of the noise pollution both in construction and operation (4.2.11, 4.2.4.3, 4.2.5.3.3) Though hard to decipher from ST's vague notices, many beloved businesses likely to be demolished – Trader Joes, beautiful 'new' YMCA building, Skylark Café, Tom's Auto, to name a scant few. Others, such as very new apartment buildings, would be razed at significant replacement cost. NONE of this is necessary with a gondola system. Environmental Impact, (1.2.2.6) Appendix L4.6 carbon footprint estimates are extremely under-stated as they omit sizable construction and rebuilding of displaced structures. SkyLink would provide reliable, grade separate public transit some TEN YEARS earlier than LR for a fraction of carbon footprint strongly aiding 30% reduction by 2035 goal. Removing trees, physical disturbance of construction and soil on the Pigeon Point hill will increase instability and likelihood of landslides compared to vastly lighter weight gondola system (4.2.9, 4.2.11, 4.2.17) Likewise, soil impacts with the high-impact LR construction (4.2.11) have major risk of shifting in general and in an earthquake; Lighter weight gondola is safer in virtually all contexts including floods, ice/snow. Equity ST ignores high-capacity transit needs in lower income/BIPOC areas (eg South Park, Westwood, White Center). LR along Duwamish paired with gondola to WS hilly, dense areas (Alaska Jcn, Avaln, N. Delridge) could be done for same price as LR into those WS areas with vastly improved transit services Transit Mode review: Chapter 2 ignores compelling options Since 2014 feeder lines are considered connecting areas to LR spine via gondola such as Kirkland's current review. Chapter 2.8.2.1.1: costs have skyrocketed 2-3x from earlier estimates, triggering vote-free realignment consideration (Section 2) Does not address extending the travel burden added to years of no usable high bridge (4.2.4.4) Does not compare station footprints such as in the Alaska Junction to a fraction of the space needed for gondola station (4.2.5.4) Traveler experience (3.4.3.3.1) inaccurate depiction; per gondola experts, fewer stories to traverse at stations. PLEASE LISTEN AND ACT for the best interested of the West Seattle Peninsula. Best regards, Terese Machmiller 206.890.2277 3rd Generation West Seattleite	Therese Machmiller

04/25/2022	Chapter 2 fails to address mode selection. In addition to the alignment reevaluation, Sound Transit should also review the choice of transit modes to meet West Seattle objectives. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond.) This was before shorter, “feeder” lines to connect neighborhoods like West Seattle were being considered. When West Seattle was added to the ST3 measure, a gondola was not considered even though the 2014 high capacity mode study stated that it “could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine.” But instead, it was assumed West Seattle would be served by light rail, although no planning was done before the costs were determinen and the measure put to vote. Sue Luke 4545 42nd Ave SW #501 Seattle, WA 98116 206-265-3175 seattle.subee@gmail.com	Sue Lake
04/25/2022	Please do seriously consider putting any rail and stations underground in this limited space, almost quaint, neighborhood of West Seattle. The crowding has become quite noticeable in the past 10 years, and the addition of a rail plus stations overhead would pollute the ears, yet alone the eyes. Please do seriously think about this impact. Thank you for the opportunity to respond. Mrs. Sharon Chafin	Sharon Chafin

04/25/2022	Manager DEIS Comments, INSTALL TURNSTILES AT ALL STOPS STARTING TODAY AND INTO THE FUTURE!!! - IT IS UNFAIR TO PEOPLE LIKE MYSELF, WHO PAYS, THAT OTHERS DON'T PAY AND RIDE LIGHT RAIL FOR FREE. ALTERNATIVELY, MAKE LIGHT RAIL, AND PERHAPS ALL OF KING COUNTY METRO AND SOUND TRANSIT. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Jeffrey Wolf

	Thank you for your review of these comments. Jeffrey Wolf jaw304@hotmail.com 5343 Tallman Avene NW Apartment 238 Seattle, Washington 98107	

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	2001 1st Ave N Seattle, Washington 98109	

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	1907 8TH AVE W Seattle, Washington 98119-2817	

04/25/2022	I am a homeowner and a taxpayer and a Seattle voter. I take the light rail every single day by choice. It's an incredible amenity for our city and sets us apart from so many other places in this country. I'd like you to avoid making incredibly shortsighted decisions. Please consider my following comment: This is a historic investment in our city and I think we need to avoid shortcuts so that this infrastructure is actually functional for the next 100 years. Spend the money and do it right. I would so much rather we pour money into this than countless other things we insist on spending money on. Good transit is what creates a vibrant, attractive, accessible, healthy city. Let's continue to lead the country by example and put down good rail. Employ creativity and fortitude against difficult budget shortfalls and be courageous against politically difficult choices - money will be tight and people will be angry no matter what. So let's just do it right. First of all, AVOID THE VERY DEEP STATIONS at all costs. This is absurd. It should not take 6 minutes to enter a station. High traffic downtown transit stops should NOT be elevator-only. We are smart enough to figure out proper business and traffic mitigation - build a cut-and-cover tunnel on 6th. Do not take the politically easy option by destroying the practicality of this transit. It should be quick and easy to enter these stations and to transfer between lines at ID and Westlake. Otherwise there is no point in the second downtown tunnel. Second, DO NOT consolidate Denny and South Lake Union stations. These are stations at the core of our city. They will serve tens of thousands of people. South Lake Union is a huge place and will already be under-served by the one station. Denny is adjacent to the downtown core and extremely dense. Consolidating them into a location not near either of those neighborhoods is criminally lazy and shortsighted. Cut a station in West Seattle, sure, but NOT AT THE MOST DENSE AREA OF OUR CITY. An infill station is not possible here, we will be stuck with that stupid mistake forever. Find the funding. Third, Ballard is one of the most prominent and busy neighborhoods in our city, and is one of the most notoriously difficult to access. We should absolutely be considering a station at 20th in Ballard to be actually in the center of the neighborhood. The ridership would be so much higher. It would be one of the busiest stations in the system. So often we have stations so far from the actual neighborhood core and it's incredibly frustrating. At the very least, there needs to be a station entrance on the West side of 15th so we are not required to cross a dangerous huge vehicle thoroughfare, after walking a half mile from the actual neighborhood, to reach this station. And build a tunnel because a giant bridge will be effectively the same cost and it will look ridiculous with the height requirements. If we are going to spend the money, do it right. If we need to trim project scope the clear answer would be West Seattle. This is an area that barely wants light rail, will probably only ever be a sea of single family homes, and the logistics of getting up the severe slope is insane considering the low ridership it will get. Cut a station or two to find your savings. In the dense areas where we really need good transit, such as downtown, SLU, Seattle Center, Ballard, provide the stations we need. Do not create yet another example where in 20 years we look at what we have and ask how we were so shortsighted. Thanks, Nils Hostage	Nils Hostage

04/25/2022	Dear Sound Transit, Please accept this public comment concerning the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE). As someone who supports nonprofit organizations in Chinatown / International District, I am deeply concerned about the impacts of this project on our neighborhood. I would like to urge Sound Transit to prioritize the 4th Avenue shallow option as the preferred alternative through Chinatown / International District, and that it discontinue consideration of all 5th Avenue alternatives. There are many reasons why I believe the 4th Avenue shallow option is the best alternative: The 4th Avenue option will minimize impact to businesses, including many small businesses, in the CID. The CID is a neighborhood that is already at high risk for gentrification and displacement, and it is also a neighborhood that has historically bore the brunt of large-scale infrastructure projects (e.g. I-5, sports stadiums). Sound Transit now has an opportunity to address these racially-motivated historical harms and choose an option that will protect small businesses and cultural heritage. Through conversations with community partners who have much deeper roots in the neighborhood than our organization does, I have heard repeatedly that there is significant fear that the neighborhood will be irreparably harmed if one of the 5th Avenue options is chosen. I believe that the people most rooted in a community should have the most power in choosing the future of that community, and so I want to amplify the voice of other CID organizations and individuals advocating for the 4th Avenue option. When comparing the 4th Avenue deep and shallow alternatives, it seems clear that the deep alternative will create significant access challenges to the new station (not to mention challenges for people transferring between lines), which risks turning people off from visiting the CID and limiting the economic benefits that the new station could bring. We all know that the decisions made in the next few months will affect the CID for the next 100 years. I strongly urge Sound Transit to prioritize the current and future needs of residents of the CID by choosing the 4th Avenue shallow alternative. Sincerely, Sam McVeety	Sam McVeety

04/25/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Brett Wiseman brettmwiseman@gmail.com	Brett Wiseman

	4861 14th Ave S Seattle, Washington 98108	

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	1140 N 192nd ST, Apt 122 Shoreline, Washington 98133	

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	121 Stewart St Apt 1504 Seattle, Washington 98101	

04/25/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Neha Nariya	Civic Hotel

	Neha Nariya Civic Hotel 325 7th Avenue North Seattle, WA 98109 0: (206) 466-2890 x102 www.civicseattle.com	

04/25/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Haley Raspet hraspet@gmail.com	Haley Raspet

	10343 Midvale Ave N #3 Seattle, Washington 98133	

04/25/2022	Hello, I'm writing to encourage Sound Transit to re-consider SkyLink as a viable alternative to light rail expansions in West Seattle. This will be a faster (available sooner), more cost effective, with fewer displacements of WS residents and businesses. Please see comments below. Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses,parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5. As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: "Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail 'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther. Project funding/cost Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs	Taylor Pangallo

	between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. See Transit Time category that follows. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile – and that's without considering the cost to the environment of greenhouse gases emitted during construction. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula.	

04/25/2022	Manager DEIS Comments, Executive summary: I support everything Seattle Subway has to say on this subject. We need to think long term and get this right. That means prioritizing good transfers and good station placement. Particularly with the very real possibility of extra funding from a Seattle-only ballot initiative in 2024, this is not the time to cheap out. Some of the depths for the downtown stations are ridiculous. Please actually consider the perspective of the people who will be using the system! The recent news of the minimum bridge height set by the Coast Guard provides an excellent opportunity to revisit a Ballard tunnel to 20th, putting the station where it would be the most useful. Have you ever walked from 14th to Ballard proper? It's a pain. We should be reinforcing our existing urban villages, not hoping to recreate them on their outskirts after another decade of development. This is one of the most important projects currently underway for the future of the region. I implore you to make sure we get it right, while we still can. Thank you for your time. Matthew Dockrey mrd@cyphertext.net 11220 Fremont Ave N Seattle, Washington 98133	Matthew Dockrey

04/25/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Divya Jayaraman divya_jayaraman@hotmail.com	Divya Jayaraman

	824 NE 56th Street Seattle, Washington 98105	

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes. Regards, Rebecca Ralston 9209 187th St SW Edmonds, WA 98020	Rebecca Ralston

04/25/2022	Why don't you delete the Avalon station and tunnel all the way from Delridge to the junction. Del 5 and 6 are poor design; the idea of closing off our street (32nd) is dumb. SDOT has already taken away our ability to turn left off Avalon up Genesee, and now you want to close off our only other exit and one of our entrances? What happens when you are in construction and close off Genesee from Avalon and/or 35th? The cost won't matter because you will just put it to another tax increase; as everyone does. After you relocate my 86 year old Father and after he dies, I will be leaving Seattle because of businesses like you. Thank you, Myra 206-818-8746	Myra Ferriols
04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Ankur Dhoot	Ankur Dhoot

	40 Florentia St Seattle, WA 98109	

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Alice Zhang 513 N 39th St Seattle, WA 98103	Alice Zhang

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04/25/2022	Manager DEIS Comments, My comments on Sound Transit's Draft Environmental Statement: Central District resident here. Do not eliminate any stations from what voters approved with ST3 in 2016. Build the most robust rail network possible! Eliminating planned stations is in direct opposition to what local voters want and need. Also, stop prioritizing parking and cars around stations! Retail and housing should be what is in the immediate vicinity of a stop, not a highway or an ugly parking garage and/or lot. The idea is for people to LIVE near light rail, not drive and park. Ugh! (Also not to have to dodge traffic, hit beg buttons, cross bridges to get to the station!!!!) Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. It's bonkers how deep, cavernous, and soulless the stations are. Take Capitol Hill. It's a damn maze to get down to the platform, like something out of MC Escher or Rube Goldberg. Frankly, it's a little creepy and unsafe-feeling. Also, some retail would be a good idea. (Though I loath people eating and drinking on public transit, particularly in these COVID-19 times, but that's a battle already well-lost.) Also, it is shocking to see the number of constantly broken escalators. They, along with elevators, need to be fast and have the capacity and redundancy to handle peak traffic times and events. And elevators should go from street level straight to the platform level, without any mezzanines. It's a bummer to take an elevator down to a station only to realize...you're not there yet. And may face a broken escalator. Surprise! Transfers must minimize walking time and vertical travel. To summarize: Expand, expand, expand! And keep in mind the transit user experience. Make it logical, convenient, and efficient. Thank you for reading and your consideration. Jameson Fink jamesonf@yahoo.com 1109 17th Ave #101 Seattle , Washington 98122	Jameson Fink

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Mikalai Panasiuk 137 118th Ave SE Bellevue, WA 98005	Mikalai Panasiuk

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04/25/2022	To whom it may concern, As a resident of West Seattle, I am in favor of a gondola, either in addition to, or in lieu of, the Light Rail for several reasons: not having to displace and relocate people from their homes, the environmental impact, the monetary cost and the transit time. Thank you for your consideration, Jon	Jon Bartick

04/23/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Branon Lyle branonlyle@gmail.com	Branon Lyle

	1505 11th Ave Apt 304 Seattle, Washington 98122	

04/23/2022	I'm most concerned about the impacts of construction and displacement of homes and businesses. A key purpose of mass transit is enabling more density, more housing, and more businesses. Destroying more homes and businesses for construction is thus entirely counterproductive. It seems intuitive, but the final EIS should quantify this rigorously, that rank ordered from least to most impact along this axis would be: a gondola, tunnels, a raised guideway. In particular: Chapter 4.2.1.3 says more than a thousand people may have to find new homes. 1,000 people!! It talks about destroying brand new buildings and removing grocery stores. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. Inventory is incredibly hard to come by and things will only get worse as interest rates rise and no one is willing to sell their house because they can't afford a new mortgage at higher rates. It's already too hard and too long of a process to build. Until that problem is fixed we shouldn't be destroying buildings unless we're replacing them with bigger ones. We should have tunnels with underground stations or a gondola with very small stations and small-footprint poles. Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Elevated light rail lines are large and block sight lights and generally gross looking. Tunnels can't be seen at all. Gondolas look dope and modern. The average wait time in chapter 3.4.3.3.1 does not accurately reflect what wait times might be. Figuring out wait times during transfers is a complicated statistical process and wait times balloon quickly when times between arrivals grow. A key problem with trains and busses is that times can be lengthened at any time. A subtle benefit of a Gondola is not only that that cars come every few seconds, which means there's never a wait, but also that they can't really be spaced out. Once it's built a really good service interval is guaranteed, which puts an upper bound on transfer times and makes trips more predictable. Predictability is as important as travel times for mass transit. It's what enables low-income people to use it to get to work on time and what high-income people will need before they'll choose it over one of their cars. Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore	Adam Wuerl
04/23/2022	I am writing Sound Transit as a concerned Asian American resident of Seattle. The proposed construction in the Chinatown/International District on 5th Avenue would disrupt many businesses in the international district. These businesses have existed in the area for a long time and are an important part of the Asian American cultural identity in Seattle. Forcing these businesses to move would cause irreparable damage to Asian Americans in Seattle for years to come. I am advocating for the West Seattle Ballard Link Extension to instead be built on 4th avenue. This would impact fewer Chinatown/International District businesses and help preserve vital businesses that make up the DNA of Seattle. Sincerely, Tim Ho	Timothy Ho

04/23/2022	To Whom it may Concern: Environmental Impact Statements Comments The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Systemwide: (1) Study Milan method cut and cover within the existing street right of way. (https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/) (2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs. (3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected. Shallower stations reduce cost, and risk of project delay while promoting shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game-day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Ballard: Study pairing a high bridge with an elevated 15th Avenue station and continue to refine all tunnel options to put a station entrance west of 15th Avenue. Reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed-down 15th Avenue Elevated Station [IBB-3] Smith Cove: Build the preferred Galer Street Station/Central Interbay [SIB-1]. Seattle Center: Build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration. Denny: Build Westlake Ave Station [DT-1] to line up with an SLU station on Westlake further north, but update vertical conveyances and aim shallower. Westlake: Build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Midtown: Build the station as shallow as possible, design the station for the surface to platform elevators,	Tana Reed

	build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. Chinatown/International District: Build the 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Throw out deep tunnel options. Sodo: Choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing. Junction: Build Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. In order to future proof our growing system, we must design for expandability in fivelocations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Tana Reed 8210 Se 65th St., Mercer Island, WA 98040 1388 Alki Ave. SW #304, Seattle, WA 98116 23415 95th Pl SW, Vashon, WA 98070	

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	2623 NW 56th St #A Seattle, Washington 98107	

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	50 Se 13th Ave Apt 216 Portland, Oregon 97214	

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	2911 W. Hayes St. Seattle, Washington 98199	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Janet Riordan janetmriordan@gmail.com	Janet Riordan

	12739 7th Ave NW Seattle, Washington 98177-4231	

04/21/2022	Manager DEIS Comments, Hi! I really want more light rail in Seattle. The planned transportation system was one of the main reasons I moved here 8 years ago, and I've been so happy to see it grow. Please keep adding more light rail and help get rid of gas cars. We need it! I support Seattle Subway's goals, here's what they have to say: The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and	Steven Weiss

	Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Steven Weiss steventrouble@gmail.com 3007 23rd Ave NW Seattle, Washington 98199	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Matthew Jones elijstar@gmail.com	Matthew Jones

	1221 Minor Ave Seattle, Washington 98101	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Leandro Pettino leanjpettino@gmail.com	Leandro Pettino

	2516 15th Ave W Apt W Seattle , Washington 98119	

04/20/2022	The CID does not need any additional negative impacts to their neighborhood, business, or residents. And, the CID definitely should not lose any buildings or property for the Sound Transit expansion when there is a viable option under 4th Ave. The long term impacts for not using 4th Ave. are irrevocable and are not reversible. The CID is a historical and vibrant part of Seattle supporting a strong business community, long term residents, and destination point for locals and tourists alike. Since there is less impacting options for the new station and track – do that – use 4th Ave.! Do not use 5th Ave and cause more harm when it's not necessary to do so. Honestly, I don't know how the City of Seattle and Sound Transit can put saving a few dollars ahead of the CID livelihoods and CID community that is striving to keep it's small yet important place in our city. Instead of being a negative impact, Seattle and Sound Transit should be doing all they can to bolster the CID! Thank you - and please make the right decision. Others have echoed the same sentiments: https://southseattleemerald.com/2022/03/17/new-light-rail-threatens-chinatown-historic-district-community-pushes-back/?fbclid=IwAR3FtPL1pfJOWXv2JSHPg2XVvE43DSA8dzcr2RiIWT0XRwE-5aIslm3adLE Diana Robbins, long time CID visitor as well as volunteer for CID Community Night Watch 206-571-0073	Diana Robbins

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Diana Choi km8524@gmail.com	Diana Choi

	510 11th Ave E Seattle, Washington 98102	

04/20/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. I cannot drive because I never got a driver's license, because I could never afford the cost of buying even a used car, let alone afford the cost of maintaining it. I have lived for three deacdes seeing the results of transit planning that doesn't actually put the mobility needs of people like me first, costing us time, energy, and economic and social opportunity. It's important for me that the system is built out to prioritize riders like me who have historically been put last instead of first. It will be very hard to keep voting for future ST measures if the board continues to make decisions that are confounding and not focused on riders. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters.* Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and	Kimberly Kinchen

	Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you. Kimberly Kinchen kimberly.kinchen@gmail.com 1605 E. Olive Street. Seattle, Washington 98122	

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	5100 17th Ave S Seattle, Washington 98108	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Colin Okasaki colin.okasaki@gmail.com	Colin Okasaki

	5100 17th Avenue South Seattle, Washington 98108	

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	936 28th Ave Seattle, Washington 98144	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Chris Thompson clt02002@gmail.com	Chris Thompson

	1104 18th Ave Seattle, Washington 98122	
04/14/2022	Dear Sir, I am sending this email to support building the new light rail station on the 4th street instead of 5th street. Building it on the 5th will destroy the Chinese heritage building on the 5th and the surrounding area. Appreciate your consideration on this when making a decision. YuLing	YuLing Lin

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ryan Paul ryan@ryandpaul.com	Ryan Paul

	1209 Westlake Ave N Seattle, Washington 98109	

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	4127 Martin Luther King Jr Wy S Seattle, Washington 98108	

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04/14/2022	Manager DEIS Comments, For the health of our planet and for the sake of our working class communities, transit MUST be prioritized. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Tom Lang	Tom Lang

	tomofwashington@gmail.com 734 N 100th St Seattle, Washington 98133-9306	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. blake pool blake.pool@gmail.com	Blake Pool

	5024 35th ave S Seattle, Washington 98118	
04/14/2022	Manager DEIS Comments, In Ballard: Do not open investigation into 20th. Keep 15th Ave or 14th Ave. and let the area around it become upzoned. Investigate integration into West-East route from Ballard Locks to UW. Derek Armstrong derawk@gmail.com 832 NW 64th St. Seattle, Washington 98107	Derek Armstrong

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Bill Fraher BillFR_98103@yahoo.com	Bill Fraher

	1742 NW 56th St #201 Seattle, Washington 98107	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need and approved. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. It's wildly irresponsible that current/ recently installed escalators are out of commission as much as they are. This makes light rail transit nearly useless for so many people. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Colleen Robertson

	Thank you for your review of these comments. Colleen Robertson colleen.robertson@gmail.com 4403 45TH AVE SW SEATTLE, Washington 98116	

04/14/2022	Hello, Successful transit systems benefit from accessibility to stations. They also benefit from intuitively locating stations. We see this throughout the world - where stations are located at natural hubs and main arterials. This makes them easy to find, easy to access, and easily able to link up with other modes of transport. I struggle to find this knowledge applied to the preferred routes of the Ballard link in this EIS. To begin, DT-1 routing on Harrison goes against this logic and will confuse non-locals, reduce accessibility, and eliminate the added benefit of having 2 stations west of aurora (a prohibitive boundary) that can serve Seattle Center during large events. We see this work well at Century Link Stadium, where both the ID station and the stadium station both serve major events there. Would be a shame to miss this opportunity here. Again, as the route transitions into Interbay, SIB-1 and SIB-3 similarly part from this transit logic. Some of the best reasons to locate the lines along major arterials is to allow for future station additions and linkability with bus routes. SIB-1 and SIB-3 run the lines far from an arterial and along a virtual 'no man's land' between rows of railways and a golf course. In other words, this isn't even close to a hub or arterial. SIB-2 on the other hand serves a major arterial, is close to the Dravus/15th hub, and serves more housing density. As the route continues on (IBB-1a, IBB-2a, and IBB-2b), it is a struggle to find much density anywhere close to the Interbay station location. IBB-1b and IBB-3, on the other hand, clearly are more accessible and have a superior connection to other transit options. Further, IBB-3 stands out because it is closer to the main Ballard hub and Old Ballard. Finally, there seems to be some interchangeability here, whereas some of this routing looks exclusive to the preferred or alternate routing. For example, 5th Ave looks exclusive to DT-1 or 6th Ave exclusive to DT-2, but these actually seem interchangeable. Indeed, the routes touch near Virginia and 7th. Couldn't the accessibility advantages of the 5th Ave route be combined with the accessibility advantages of the Mercer route? Would be great if it could. To conclude, Seattle imagines itself as a 21st-century city. We should produce a transit system that looks like it - not one full of compromises. Let's do this right and choose DT-2, SIB-2, and IBB-3. Thank you, Robert Ernst	Robert Ernst

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Erica Clawson blargle.ragequit@gmail.com	Erica Clawson

	2201 N 106TH ST, D103 SEATTLE, Washington 98133	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Brett Youngstrom brett.youngstrom@gmail.com	Brett Youngstrom

	2312 15th Ave S Unit B Seattle, Washington 98144	

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	6727 19th Ave NW Seattle, Washington 98117	

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	8836 1st Ave NE Seattle, Washington 98115	

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	732 11th Ave E Seattle, Washington 98102	

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	10302 Dibble Ave NW Seattle , Washington 98177	

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	415 W Mercer St, Apt 701 Seattle, Washington 98119	

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04/14/2022	Manager DEIS Comments, Reopen the study of a 20th Avenue Station in Ballard so that the location serves the the actual center of Ballard and not a disappointingly far walk from the areas people want to go. This is a no-brainer and it seems almost absurd to consider a station on 14th or 15th at all, which is a major car arterial with very low business and residential densities compared to the areas around Ballard Ave and 24th. Don't make a foolish decision that will be regretted for generations, just to save a small amount of money and appease industrial special interests. 2) Make stations as shallow as possible with fast transfers and access to the surface. 3) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). Thank you for considering these comments. James Pasko jbpasko@gmail.com 7006 34th Ave NW Seattle, Washington 98117	James Pasko
04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing	Gavin Greco

	SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Gavin Greco gavin.greco.gg+seattlesubway@gmail.com 2233 NW 58th St. #235 Seattle, Washington 98107	

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	17708 Cedar Falls rd SE North Bend, Washington 98045	

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	11747 36th Ave NE Seattle, Washington 98125	
04/08/2022	We support WSJ-3a or 3b Thank you!	Hilda Reyes

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Allie Marr	Allie Marr

04/27/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Nicholas Efthimiadis nicholas246@gmail.com	Nicholas Efthimiadia

	6923 57th Ave NE Seattle, Washington 98115	
04/27/2022	Hello, I am reaching out with comments for the proposed Ballard Link Expansion. Don't let lowest cost be the sole determinant of plan of action— expanding the link is a great opportunity, but must be done with thought and care for the impacts on riders, pedestrians, and local businesses. I would highly encourage Sound Transit to consider pursuing the 4th shallow tunnel alternative the CID to avoid displacing local businesses. Regarding the Ballard station, although the option of having a tunnel on 14th would be cheaper, please consider the impact of having a station so far from the core of Ballard. Please study pairing a high bridge with an elevated 15th Avenue station and consider adding station entrance west of 15th, and consider what having a station closer to 20th— a hot residential area in Ballard would do for the expansion. Thank you, Kate	Kate Dufek

04/01/2022	Dear Nicole Kistler, Hello, my name is Bradley Yen. I am an eighth-grade student at Westside School in West Seattle. Throughout our course of study in Mandarin and Social Studies, we have learned about the rich history of the International District, the history of redlining in the City of Seattle, the Chinese Exclusion Act and Seattle Chinese Expulsion of 1886, the Japanese Internment, and the effects of the Covid-19 Pandemic on our Asian-American community members in the Seattle-Metro area. Most recently, we have spent some time with Betty Lau in the International District, learning about the history of Immigration Reform in the state of Washington. It is our understanding that the International District and, specifically, Chinatown, continues to experience destruction, gentrification, and Anti-Asian racism once again. Sound Transit cannot select the Fifth Avenue corridor as a future light rail route. If Fifth Avenue is selected, it will have a grave effect on our older Asian-American population in South Seattle and, specifically, the economy of Little Saigon, Chinatown, and Japantown. Road closures, re-routes, gas, water, electrical shut-offs, and noise pollution will severely affect the nearly 300 businesses already battered by the pandemic. As a multicultural student community that values equity and social justice, we cannot stand for a forced displacement of non-English speaking elderly, the acquisition and demolition of National Register Chinatown Historic properties, and the closure of schools, daycare, and elderly programs that serve thousands of Asian-American residents. The monetary and logistical expedience of big business and capitalism can not be prioritized over the rich history and vibrance of a historic bedrock of Asian-American culture in Washington State. We implore you, our local government representatives, to lobby to use Fourth Avenue, not Fifth Avenue, for the future Sound Transit Route. Equity, transparency, social justice, and inclusion are on the line. Do you want to be remembered for safeguarding Chinatown? Do you want to be recognized for inclusive city practices and policies? If so, protect Chinatown, Chinese Community History, and stop continued anti-Asian exclusion in the city of Seattle. Invaluable cultural heritage can not and should never be weighed on the same scale as economic or political interest. Sincerely, Bradley K. Yen Westside School, Class of 2022	Bradley Yen

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Hima Mungra	Hima Mungra

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Nisha Ahir	Nisha Ahir

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Vin Gupta	Vin Gupta

04/27/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Annalise Nicholson annalise.nicholson@gmail.com	Annalise Nicholson

	2138 N 130th St Seattle, Washington 98133	

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Betty Wong Betty Wong bettykowong@gmail.com (510) 735-1682	Betty Wong

04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	J. Calcaterra

03/16/2022	Dear transit board members, city council members and all, We are Chinatown ID residents, employees and most of us don't speak English and it is hard for us to participate in the Zoom meetings on 3/17/2022. We would like to express our will for the new Growing transit project at 4th Ave. is preferable as it minimizes the impact to our community. The 5th Ave. S. project would greatly impact/harmful for our community as 30 of small businesses have to closed and many streets would be blocked, noises, dusty etc...would be harmful to all the local businesses, residents (around 2 thousand of residents including seniors and lost of children activities) school transportations, visitors.....according to the history that our community being cut and minimized by "New Projects" for the decades and we are really disappointed with it. We don't want to get any further cut or removed from the history due to this new project again. Our history being registered needs to be protected and respected as well !! As Chinese residents and employees we are working hard and fighting for a good, active and vibrant community and contribute to the city as well as the country. We love the country, love City of Seattle, love our Chinatown ID area and we don't want to see any further cuts to our community, our history. Please consider the 4th Ave. project instead of 5th Ave. which is killing our community ! We respect all of you and we wish you could hear our broken heart voice and respect by returning to our peaceful life, our community, and our contributions !! We always support all the good projects in the country, however we need to be treated fairly to be respected like others as we are a harmonious community. We don't like to fight aggressively but our voices need to be heard. Thank you very much! Respectfully and salute, Beth Representative for the majority of Chinese residents and employees at Chinatown ID area	Beth K.

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Dan Bent 10128 Rainier Ave S Seattle, WA. 98118 206-478-0460	Dan Bent

04/26/2022	I am writing as a harp player who owns two harps made by the Dusty Strings company in the Seattle area. While I understand the need for light rail and wish we had more here in the Houston area, please consider the alternative which would spare this vital company which has helped the harp community for nearly 50 years. This harp builder has created some of the best instruments in the country and they hire local people . Their handmade harps have gone all over the world. The route you are considering would be disastrous to the Dusty Strings company and the current facility has been built especially for the company in the last 20 years. I realize these are not easy decisions, but this company is one of a kind and it cannot be replaced. Thank you for your consideration. Miriam Freiter, Kingwood, Texas 77339	Miriam Freiter
04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during	Christina Quinn

	construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Cristina Quinn	

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Amy Campbell

04/26/2022	Hello, I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. Thank you for building this section of light rail! I very much appreciate the need for this project. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected builder of harps and other instruments. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration. Randall Groves	Randall Groves

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Samir Daftary	Samir Daftary

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Raj Shah	Raj Shah

04/27/2022	Please note my comments to the DEIS: Chapter 4.2.1.3 states that more than a thousand people may be displaced from their residences and commercial enterprises, stores and other services will be demolished and possibly relocated outside of West Seattle. The disruption to neighborhoods and of the greater West Seattle community will be significant, destroying the character unique to this area. Chapter 4.2.1.7 and 4.2.1.8 greatly understates the housing situation in West Seattle. While Redfin practically shows very little home inventory in West Seattle, the DEIS states: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify based on their income or credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base if clients have to travel longer distances to get services. Chapter 4.2.10 states that the energy related impacts during construction would be short term and not have an adverse effect. Current standards for what are considered sustainable building projects calculate the carbon footprint of both short and long term impacts including the removal and replacement of residences and businesses. Appendix L4.6 references carbon consumption, citing that “general FTA estimates” were applied, but energy consumption during construction has not been taken into account. Clearly these concerns and many others addressing the true impact of the proposed project have not been adequately addressed and understood by those residing and working in West Seattle. Paul Tankel RA, LEED AP Architect / Campus Planner 2449 55th Ave SW Seattle, WA 98116	Paul Tankel

04/26/2022	I am a 77 year old West Seattle resident who has long appreciated the community feel of West Seattle. We are a very densely populated area and our business area provides almost every commodity or service one could wish within walking distance. This is a great benefit to those who live here. The scale of the impact that the proposed light rail links would have in our community is enormous. I have listed some of the impacts as they relate to the DEIS chapters below: Chapter 2: There are many changing situations that should require a discussion of mode selection but that discussion is not included in this section, Cost is one factor that requires serious consideration of other alternatives. Since the pandemic, there is much less commuter traffic and it may be moving toward the Eastside rather than downtown and Sodo. Rather than being stuck in a plan that is unable to respond to change, I would prefer an option with less costs and a smaller footprint such as a gondola system which could not only meet our transportation requirements but would be perceived as an attraction and amenity in the area. Chapter 4: It would displace a large number of businesses and residences at a time when mortgage rate increases as well as lack of supply would make it almost impossible for relocation in this area. The DEIS does not state this accurately. We are already a community under duress. Two years of detours around the West Seattle bridge closure has had a huge impact on stress. The construction proposed for the West Seattle link would lead to extensive additional closures and details just when we are trying to return to normal. Again, I beg you to do a serious study of the gondola as a West Seattle feeder link. It would displace fewer people and businesses, cost less, and require fewer traffic disturbances than the proposed links. Thank you for your consideration. Sincerely, Virginia Johnson 4545 42nd Ave, SW #306 Seattle, WA 98116 (206) 938-4643	Virginia Johnson

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Venkata Rao Potluri	Venkata Roa Potluri

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Naeem Nulwala (206) 679-4547	Naeem Nulwala

04/26/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Steven Cochran ch_noir@hotmail.com	Steven Cochran

	1760 NW 56th St, 220 Seattle, Washington 98107	

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely Renuka Potluri	Renuka Potluri

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04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Rahul Vasisht	Rahul Vasisht

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Siiri Sampson SIIRI SAMPSON [she/her] WWW.SIIRISAMPSON.COM	Siiri Sampson

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. I'm a West Seattle resident and Kraken season ticket holder. Prior to moving to the Belvedere/Admiral area in 2019, I lived in Queen Anne for 6 years and commuted to Pioneer Square. Prior to that, I lived in East Lake. For the 11 years I've lived in Seattle, I've wasted countless hours sitting in traffic due to the poor planning, execution, and management of road closures due to major infrastructure projects -- Mercer, 99 tunnel, and West Seattle bridge. I've lived in and navigated major metros around the world with subway, train, and monorail systems. I support expansion of connected, safe, & efficient lightrail transportation throughout Seattle and the Puget Sound. However, the proposed route for the West Seattle to Ballard extension plan fails to consider impact to the general public -- causing undue harm to local businesses, disregard to drivers during construction, and once complete provides inconvenient access points for riders. Civic Hotel Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Impact to 99 Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Interbay vs Westlake A route along Nickerson and then Dexter/Westlake, connects riders to SPU, Fremont, rapidly redeveloping high density residential area of Westlake (west side of Lake Union), and SLU. I understand the commercial pressure to connect the new Zillow, Climate Pledge Arena, and cruise terminal. Amazon between SLU and Denny is underserved by the light rail. Connecting Interbay but skipping the waterfront area and Belltown fails to consider actual pedestrian presence. Moreover, one of those Interbay routes appears to go through the greenway rather than the industrial area directly area across the street. Building alongside BNSF is the only sensible option. This line is better suited as 2 separate parallel lines with connection points in Ballard and the West Seattle Bridge. 1) Ballard, along the BNSF line stopping at the cruise terminal, new waterfront area, stadium/water taxis, and then connecting to West Seattle. 2) Ballard, Westlake, SLU, Denny, Westlake, Midtown, ID, Stadium, West Seattle. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the	Rachel Goldberg

	adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Finally, serve the largest proportion of riders in residential, educational, and working communities best suited to take advantage and actually utilize the light rail. Sincerely, Rachel Goldberg 3457 38th Ave Sw Seattle, WA 98126 615-423-1323	

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Genevieve Harrison 3801 N 19th St Tacoma, WA 98406	Genevieve Harrison

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Kellie MacPhee 118 NW 84th St Seattle, WA 98117	Kellie MacPhee

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Alex Borg 14567 SE 46th St Bellevue, WA 98006	Alex Borg

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Pawel Syska 3723 207th Pl SE Bothell, WA 98021	Pawel Syska

04/28/2022	I'm SO glad to see light rail continuing to expand. As someone who bikes for commuting, ensuring that we take into consideration how bicycle users are being considered in planning. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Erin Phillips 3849 22nd Ave SW Seattle, WA 98106	Erin Phillips

04/28/2022	I bike to Harborview everyday. Please please make it easier for those of who currently bike and encourage others to bike by making the light rail and our whole transportation network more integrated with bikes. Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Anna Krumpe 724 26th Ave S Seattle, WA 98144	Anna Krumpe

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for first and last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Thank you for considering my safety and mobility as part of this exciting community and transit expansion project. Regards, Amber Marcu 27232 NE Union Hill Rd Redmond, WA 98053	Amber Marcu

04/28/2022	Like so many who bike, I'm excited to ride the light rail trains further as the system grows. Being able t explore new bike routes using the light rail. Wish there was more of this when I was working. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I want to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Jo-Ann Payne 1811 NE 175th St Shoreline, WA 98155	Jo-Ann Payne

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Convenient and safe bike access to Sound Transit is a must everywhere around the Puget Sound, not merely in areas close to bus stops and Light Rail stations! Regards, Gregg Rice 18333 Bothell Way NE Bothell, WA 98011	Gregg Rice

04/28/2022	I, among many in all counties of Washington State, utilize my bicycle with all forms of public transportation. My bicycle is as critical to my transport as the bus and rail. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Floyd Knodel 15713 25th Ave E Tacoma, WA 98445	Floyd Knodel

04/28/2022	I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. I'm concerned about the construction impacts to my mobility as a person who bikes. During the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Regards, Spencer Riddering 617 27th Ave E Seattle, WA 98112	Spencer Riddering

04/28/2022	I have commuted from West Seattle to Renton for years using a bike and light rail combination. I was usually go against the normal flow of commuters so I could bring my bike on board the train but if it was crowded it was an issue. As you plan for expansion please think about how am old woman like myself can bring their bike on board trains so I can commute to the train and the to work from the train with my bike. Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, jeanne Fellin 2666 38th Ave SW Seattle, WA 98126	Jeanne Fellin

04/28/2022	Please be sure to make it is easy as possible for the light rail to be used by bicyclists. Regards, Neil Wechsler 2223 24th Ave E Seattle, WA 98112	Neil Wechsler
04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections and will be essential for me to visit friends and family using light rail and to get to work. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Robert Sepler 1412 Queen Anne Ave N Seattle, WA 98109	Robert Sepler

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Eugene Kramer eugenekramer@hotmail.com	Eugene Kramer

	3710 S 198th St Seatac, Washington 98188	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Scott Simpson runner0318@aol.com	Scott Simpson

	1501 NW 56th St Seattle, Washington 98107	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Lisa B Hammond she/her https://www.lisabhammond.com/ WIF Seattle Production Chair http://womeninfilmseattle.org/ IATSE 488 E-Board Norte https://www.iatse.net/	Lisa B. Hammon

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction, especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Prady Misra Mercer Island, WA	Prady Misra

04/28/2022	Hi, I support the 15th Ave NW or 20th Ave NW for the Ballard link, not the 14th. I also prefer the tunnel to another fixed bridge. 14th is too far from actual Ballard core. Also would be nice to get this link at the same time as the West Seattle link. Thanks, Tracy	Tracy McAlpin
04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Thank you for your consideration.	A. Burgunder

04/28/2022	I am a (pre-COVID) 12 year bike commuter - Bainbridge Island to Seattle destinations. My husband and I also are touring cycle enthusiasts - we often take transit to a destination, then take 1-2 days to ride home. We are looking forward to riding the light rail trains further as the system grows. My bike is critical for last-mile connections. As a decades long transit user (Colman Dock to UW and SeaTac) I offer comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. Connecting cycling to transit is absolutely important for community issues of safety, health and climate response. I request that transit planning at all phases, from construction to mobility integration, include bikes and cycling. In particular: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network -- it's what the voter-approved System Access Fund is for. 2. Study bike parking needs for the entire line. As people arrive at stations provide effective bike facilities and parking that is upgraded from mere physical separation from cars (e.g. covered parking, high security parking and storage). Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. 3. Provide adequate space and access to bring bikes on trains. Combined cycling and transit is an effective way to reduce vehicle trips - if the combined mobility is convenient and efficient. 4. Limit construction impacts to the existing bike network, and prepare mitigation plans. Limit lengthy detours within the existing bike network, and assure that riding surfaces are smooth and safe. Thank you for considering these recommendations for strengthening the transit/bike opportunities for active transportation in our region. Regards, Kathleen Wolf 11224 Parkhill Pl NE Bainbridge Island, WA 98110	Kathleen Wolf

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Bike accessibility is an important addendum to light rail accessibility. Regards, Carl Woestwin 9608 25th Ave NE Seattle, WA 98115	Carl Woestwin

04/28/2022	I work at the University of Washington and for 15 years I have commuted by bike from my home in Ballard. My family also uses bicycles for many of our shorter trips within the neighborhood. Like so many of my neighbors who bike, I'm thrilled to add light rail to my transportation options as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes. Regards, Hannah Hickey 8038 30th Ave NW Seattle, WA 98117	Hannah Hickey

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike; it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes. Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains, and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Clayton Compton 10925 NE 37th Pl Bellevue, WA 98004	Clayton Compton

04/28/2022	I look forward to supporting the continuing growth of our light rail system. For the system to be useful and valuable to me, however, my bike is critical for last-mile connections. That fact - for me and many other current and potential supporters of light rail - underlies these comments in connection with the West Seattle Ballard Link Extension DEIS Public Comment Period. As you continue and refine planning, please incorporate these factors: Integrate active transportation - and especially biking - for all stations. Identify and fund safe bike connections between new stations and the existing Seattle-area Bike Network so that people can arrive safely by bike -- it's what the voter-approved System Access Fund is for. 2. Identify construction impacts to the existing bike network, and eliminate or mitigate them. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to poorly considered detours. They can add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, and accommodates how people integrate their bikes into their regional transit trips. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Thank you for considering the many alternatives, throughout the environmental and community input processes. Regards, Mike Young 5031 Lakehurst Ln SE Bellevue, WA 98006	Mike Young

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thanks for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Dave Law 1300 University St Seattle, WA 98101	Dave Law

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Anna Melby 119 NW 51st St Seattle, WA 98107	Anna Melby

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Daniel Fisher-Bruns 108 NE 51st St Seattle, WA 98105	Daniel Fisher-Bruns
04/28/2022	Please do not build this on 5th street in the CID. There is enough damage being done to the small businesses you are going to upend with this project. Build it underground or make it connect to the main link via sodo. Think about the havoc you are about to wreak.	Lizzy Staal

04/28/2022	Greetings, I oppose any consolidation or deletion of stations in the Interbay segment. There are so many people here and the traffic with Ballard Bridge is terrible! In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. We also need to plan for emergencies! A tunnel under the Ship Canal is imperative. Consider continuation of a tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. For Smith Cove (SIB-1): Locate station on West side of Elliott, near Magnolia Bridge. Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Thank you for your consideration.	Gayle Clemans

04/28/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? · BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. o The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. o They also offer a high-performance sharpening service for home and professional chefs. o I'm looking forward to their classes aimed at established knifemakers and beginners. · BladeGallery Inc is a small business that currently supports 8 employee households. · BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. I would also add that like Ballard, the SODO district needs to remain quirky and keep its artisan appeal. This uniqueness is a nationally known Washington state quality and value. We all know that mass transit is important, however, the cultural value-added businesses and locations need to be taken into consideration as well, not just as businesses or land parcels, but also as destination experiences that are the fabric of our state's tourist appeal. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Jarod Owen Home address: 505 S 31st St Renton WA 98039 Email: Jarodowen@gmail.com Phone:206 335 6682	Jarod Owen

04/28/2022	V do not support acquisition of civic hotel -- Kanti Bhalani, MD FACOG Doctors Goodwill Foundation Founder www.doctorsfoundation.org 321-298-5531 Please Excuse any spelling or typing errors!	Kanti Bhalani
04/28/2022	To whom it may concern, My name is Kade Krichko and I have been an off and on Seattle resident for a decade. The CID has formed an integral part of my time here in this beautiful city, a link between past and present and a place that has helped me grow and learn about culture, history and identity more than anywhere else in the area. I hope I am one of thousands of voices asking you to please reconsider building the light rail along 5th Ave. This is an area that has already been ripped and torn apart by the growth of this city, and a community that has worked hard to survive and adapt to the changes around it. It's also such an important piece of our collective fabric here in Seattle, and should be protected at any cost. I know that personally, the CID has given me a sense of home that I haven't had during so many years of my life. The community deserves a chance to maintain that sense of home, and I really hope that the city understands the importance of that need. Again, I am one of thousands, and appreciate your time and consideration. Best, Kade Krichko	Kade Krichko

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Javier Romero BladeGallery Inc Customer: Home address: 9787 Katy Freeway Houston TX. 77024 Email: ralexanderj@gmail.com Phone: 713-213-0582 JAVIER ROMERO chef de' cuisine HOUSTON MEMORIAL CITY | DALLAS UPTOWN | AUSTIN DOWNTOWN | HOUSTON MUSEUM DISTRICT DIRECT: 713-213-0582 | MAIN: 713.465.9292 | FAX: 713.821.1916 9787 KATY FREEWAY, HOUSTON, TX 77024 JROMERO@HOTELZAZA.COM | HOTELZAZA.COM	Javier Romero

04/28/2022	Dear Councilmembers and Sound Transit: I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Susanna Linse Homeowner / registered voter in Seattle WA 98106	Susanna Linse

04/28/2022	Hello, I'm very excited that we're working toward adding light rail access between West Seattle, Queen Anne, Magnolia and Ballard. Thank you all for helping to make this happen. I've reviewed several of the options that have been presented, and I generally support the choices endorsed by the Magnolia Community Council. My biggest concerns are: Easy access to stations with ample, safe parking nearby OR a reliable (ideally free) neighborhood shuttle to stations. I think this is the biggest hurdle faced by mass transit ... if it's not easy and inexpensive to get to the station, then it's far more convenient to just take my own car. The light rail needs to make travel easier, not harder. Reliable schedules across waterways and through car traffic It sounds like much of the new light rail will run through underground tunnels, which is wonderful. I'd like to avoid adding a lot of raised tracks blocking views of mountains, water, etc. along 15th if at all possible. Maintaining industry and recreation through the Fisherman's Terminal and the locks is also of critical importance. Thank you for your time and consideration on this matter! Best, Kim Carmel, north Magnolia resident https://www.kimcarmel.com (206) 235-0761 : kimcarmel.com	Kimberly Carmel

04/28/2022	To whom it may concern Thank you for the opportunity to comment on this very important topic. I support the idea of light rail coming to West Seattle. My Family have been active in the WS community for over 100 years. My Great Grandfather established Alki Lumber in 1921. He supplied building materials to the community around Alki Beach. The West Seattle Ferry terminal became Alki Lumber's first home when the ferry service ended. 36th Avenue Southwest and SW. Avalon Way became their permanent location and serving West Seattle and the Seattle community. Alki Lumber's contributions to the west Seattle community our second to none. The Avalon Station is very important connection location for moving the community in and out of West Seattle. Our families plan to develop the Alki Lumber property is perfect for connection to an Avalon station for light rail. Please consider only the WSJ-3 Line. While this consideration is the more costly plan, it keeps West Seattle less disrupted. WSJ-1 is NOT the way to go ! Keep the West Seattle Community Whole. Please don't ruin West Seattle with WSJ -1s ugly scar. Sincerely Bill McCambridge Grandson of Bill Sweeney Nephew of Jim Sweeney Son of Lorraine Sweeney McCambridge Sent from my iPhone	Bill McCambridge
04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Caroline Fuentes and I am a local resident of Seattle. This is my formal comment in opposition to the Sound Transit project continuing on 5th Avenue in Chinatown-International District. I stand with the movement to keep the transit project on 4th avenue. I stand with the immigrant-owned businesses that will be forced to close. I stand with the other businesses and residents of the district that have already been heavily impacted by the COVID-19 pandemic on top of a history of hate crime and oppression. I stand with the youth of Seattle, many of whom participate in and benefit from the schools, youth programs, and historical and cultural significance of the area. I stand to move the Sound Transit project onto 4th Ave. Thank you. Caroline Fuentes	Caroline Fuentes

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Shane Myrick accounts@shanemyrick.com	Shane Myrick

	410 W Roy St, Unit E203 Seattle, Washington 98119	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Joss Steward joss@jcs.li	Josh Steward

	3638b 13th Avenue W Seattle, Washington 98119	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Lisa Barnes aliceblisa@hotmail.com	Lisa Barnes

	2451 Thorndyke Av W Seattle , Washington 98199	
04/23/2022	SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the the light rail system. An urban gondola could provide the capacity need could be constructed with minimal disruption, displacement and damage to the environment and established community. Please choose SkyLink! Thanks, Marty Martin Talarico he/him/his pronouns Here's why I list my pronouns findmarty@me.com 206-475-8680	Martin Talarico

04/23/2022	My wife and I are 20-year residents of West Seattle and live north of the Alaska Junction. We are writing about the potentially troubling impacts of preferred alternative WSJ-1 in terms of both general transportation disruption and resulting displacement of neighborhood businesses as well as aesthetic, noise, vibration and neighborhood cohesion impacts. We believe this option would be terrible for the neighborhood. Of the preferred alternatives, we believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction. We further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them. Thank you, Len and Nicole Henzke 4016 41st Ave SW Len Henzke	Len Henzke

04/23/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Mark Brunson wheresbrunson@gmail.com	Mark Brunson

	1732 15th Ave Apt 20 Seattle, Washington 98122	

04/23/2022	Good Day, I have so many comments about this flawed document so bear with me. Chapter 1.3 Why are West Seattle and Ballard included as a single project when they are so far apart and not connected? That makes no sense. Chapter 1.2.2.6 If we need to reduce vehicle miles, the West Seattle light rail will not do much for this for over a decade. A gondola solution could be built in less time, for less money, and be up and running sooner. Plus the added attraction as a tourist destination should be considered. Carbon Impact The carbon emissions of construction will be significant and need to be taken into account. The production of concrete is a huge CO2 emitter and the 8-16 story tall support structures will require a huge amount of concrete. Gondola towers will not require anywhere near the same amount. Transit Time if you live south of the N. Delridge light rail station and want to take the light rail to Bellevue, you wouldtake a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average wait time in chapter 3.4.3.3.1 does not accurately reflect any of this. Gondola stations would be much more accessible and reduce transit time. Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such. SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the “Least Harm Analysis” test in 4.2.18.5 Chapter 4.2.1.3 More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. It is clear that this DEIS is flawed and overlooks many important issues that make the light rail extension too expensive, too polluting (GHG emissions), too disruptive, and too unsightly to consider. I urge the panel to reconsider the Gondola Sky-Link as a favorable option that will serve the community better at a lower cost, in a more timely manner, and contribute lower GHG emissions. Plus it will be a tourist attraction to our lovel city. Regards, Marco Mazzoni Burien, WA	Marco Mazzoni

04/25/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Brian Gillespie bng1290@gmail.com	Brian Gillespie

	323 Belmont Ave E Seattle WA, Washington 98102	

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	5067 Wahl Rd Bellingham , Washington 98226	

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	jodynace13@gmail.com 5618 3rd Ave NW seattle, Washington 98107	

04/25/2022	Dear Sirs and Madams, we write to you on behalf of the planned expansion of the Sound Transit light rail system and its effects to our business regarding harps. We are located in Germany and can't say what the best solution for Seattle might be, but we'd like to offer a point of view to the unique business of Dusty Strings, which is located at 3450 16th Ave W, Seattle, WA 98119 - on one of the possible routes of the Interbay/Ballard segment, EIS pages ES36 to ES44. We trade with several brands in our Harp-Store in Germany, Dusty Strings being one of them. They are among the four biggest harp-building companies in the world, their instruments are rennomated and loved all over the world. Covid has already left it's impact on the availability of their harps, a further interruption of their business would tighten the situation even more, and it would be a great loss for the harp-playing-world, as there simply is no equal in sound and durability to the so well manufactured instruments from Dusty Strings. As we are also crafting harps, we have some insight view into this business. Harp building is not a business where you can move 100 machines and 65 employees into a factory hall and start the process. For the building of fine-crafted musical instruments you still need a wide range of manual work, and a clever way of connecting the work-space of machine-work and manual work. To build up those chains of drying wood, the right ambience for milling, glueing, stringing, storing, etc. is not easy and needs certain circumstances: Dusty Strings (as we learned by visiting them in Seattle) has a unique, perfect and highly effective way to build harps at a reasonable price, thanks to a tailor-made building for their business, they built in 2002. A lot of musical instruments are built in Asia in these times. To interrupt a "grown to perfection" production, that can compete on the world-market, with really perfect instruments, could endanger this business. Dusty Strings might not be among the biggest companies that you have to deal with when you realize your railway, but for sure among the finest and of worldwide importance for a huge community of harp players. If you have alternatives for the trail, we would be very glad if you considered and prefered them. As we understood it, that would be the Elevated 14th Avenue Option (from Prospect/15th), IBB-1b. Thank you! Klaus & Annika Regelsberger artefakt Instrumentenbau Annika & Klaus Regelsberger Wolfsgrubengasse 11 91126 Schwabach Tel. 09122 6947854 info@artefakt-musik.de	Klaus Regelsberger

04/25/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Christopher Dawe dawecj@gmail.com	Christopher Dawe

	764 N 75th St Seattle , Washington 98103	

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	1111 NW 56th Street Seattle, Washington 98107	

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	2214 H St. Bellingham, Washington 98225	

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	928 Hobson St. Walla Walla, Washington 99362	

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Bill Warren 13042 42nd Ave NE Seattle, WA 98125	Bill Warren

04/25/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Mark Kerrigan mark@kerrigan.co	Mark Kerrigan

	312 11th Ave apt 304 Seattle, Washington 98122	

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Tod Jones 5121 S Orcas St Seattle, WA 98118	Tod Jones

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04/25/2022	Hello, I have three main questions regarding ridership projections, the elevated rail in West Seattle between the Delridge and Avalon stations, and the concept of a seamless transfer. Firstly, the DEIS page ES-3 footnote states, "Puget Sound Regional Council's VISION 2050 anticipates population and employment in the Puget Sound region will continue to grow over the next 30 years. The current long-range growth forecasts from Puget Sound Regional Council inform elements of the Draft Environmental Impact Statement analyses, such as ridership forecasts, projected vehicle trips and non-motorized activities. Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." The pandemic has severely changed both ridership projections and peak travel times. We do not yet know what the new normal is, nor is it appropriate to try to predict ridership and peak times until the effects of work-from-home and hybrid workplace models are more settled. At this point, it appears that Sound Transit is planning transit for the past instead of the future. Why continue to plan with pre-pandemic numbers, when a long-range forecast is most likely not applicable? Secondly, the drawings in Appendix J, specifically drawing L50-GSP824 (page 39), show that the elevated light rail line from the Delridge Station to the Avalon Station will be approximately 150 feet above street level. The topography of West Seattle is particularly difficult with its hills, and an elevated line at that height would require an enormous amount of concrete and steel for construction and maintenance. These materials are becoming increasingly scarce and expensive, and as we have learned with the West Seattle Bridge repair, they may not always be readily available. 2) Has an analysis been done regarding the actual cost of this elevated line, as well as estimated emissions impacts of construction? Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") How does the cost of the construction of the 150-foot elevated line compare to alternate methods, such as a gondola? If this analysis has not been done, when will it be done? With both of these topics in mind, my main concern is that Sound Transit is pushing forward with a costly construction that may not align with ridership in a post-pandemic world. According to Appendix L4.1-2 to 1-39, is it worth the destruction of local businesses: Ounces at 3809 Delridge Way SW, Skylark Cafe at 3805 Delridge Way SW, the Frye Commerce Center at 2414 SW Andover St (which is what keeps admission to the Frye Museum free!), West Seattle Brewing Company at 4415 Fauntleroy Way SW, and many more businesses and homes that will be affected by all alternatives, if ridership cannot be accurately forecast at this point and costs have not been examined and compared to alternatives that use less concrete? Thirdly, the concept of a seamless transfer from light rail line to light rail line has been mentioned in many meetings with Sound Transit. However, the West Seattle extension would still require most riders to take a bus to one of the proposed stations at Delridge, Avalon, or Alaska Junction before boarding a train. That train would then only go to SoDO in 2032, requiring a transfer to a new train. From there, additional transfers would be required in downtown in 2037 and beyond, for which record-deep stations are being considered. Having to ride elevator-only access several stories to the shallower downtown stations is not the same as stepping across the platform to a new line. The idea of "seamless" appears to only mean train to train, and is not at all indicative of time-saving measures for riders.	Mariana Huben

	3) While I understand the investment in a singular mode of transit (light rail), why is Sound Transit not looking at alternatives that would allow for simpler transfers at existing stations? The phrase "seamless" is quite loosely defined in this situation, where transfers between extremely deep (135+ feet) stations that are accessible only by elevators will incur additional travel time. If transfers are already required to access light rail, why is Sound Transit not pursuing alternatives that could be built both more quickly and cheaper than the elevated lines in West Seattle? Thank you for your consideration. Mariana Huben mariana.huben@gmail.com	

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04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Zahra Megji Zahra Megji	Zara Megji

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My working day may not be your working day. Please don't feel obliged to reply to this e-mail outside of your normal working hours.

ATELIER DROME

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206.395.4392

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	GME Director of Quality and Patient Safety, UW-Montlake UWML Physician Sepsis Champion Clinical Assistant Professor UW-Montlake Dept. of GIM (Pronouns: she/her)	

04/26/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Hudson Bloom hbloom1783@gmail.com	Hudson Bloom

	4100 SW Edmunds St. Seattle, Washington 98116	
04/26/2022	I strongly oppose tunnel alterations that take away acreage from the West Seattle Golf Course. The Andover/ Yancy/ Avalon routes are cheaper and do not damage a lovely park and green area. Sincerely, Terrence Whaley	Terrence Whaley

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. The Civic Hotel has been serving the Seattle community since 1962. Throughout the Covid-19 pandemic due to Covid it continues to serve the community as the local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also facilitated a number of people to transition into permanent housing, which has been documented in a University of Washington study. The Civic Hotel is the type of business we want to retain in our community that will be displaced according to the project proposal. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but lives in the city as well. You would be destroying one of the last few remaining buildings that is still family owned and operated, thereby forever changing the fabric of the neighborhood. Furthermore, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel along with the onramp to SR-99 N. This will have a significant negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but also because the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered along with locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Sandeap Reddy	Sandeap Reddy

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04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead	Jerry Chihara

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the last few remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Abby Yawitz	Abby Yawitz

04/26/2022	4.2.6.4.2 Greenhouse gas emissions exceed recommended levels and CO2 emissions in concrete builds are not provided. The environmental impact statement is incomplete. 2.1.2.1.4 Alternative route north of the West Seattle Bridge over the industrial area makes better sense than endangering Native peoples tribal lands and resources. 4.2.9 Ecosystems 4.2.11 Geology and Soils Destruction of shoreline habitat in an earthquake hazard zone is unthinkably shortsighted. Finally, a comment: West Seattle is a fragile piece of Seattle's history. The impact of Sound Transit Light Rail is evidenced in Appendix L.4.1 where businesses and residences and lives are listed as expendable in order to serve up another way to get from here to there. Fix the bridge. Fix our roads and sidewalks. Fix our buses.	Nancy Nelson
04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it helped to house our homeless population during the pandemic, it has also helped and allowed a number of people to transition into permanent housing. This has been documented in the University of Washington study. Civic Hotel is the type of business we want to continue to have in our community. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. It would be a serious loss to our city and community for this business to be displaced. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and	Shauna Guinn Burnett

	Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Shauna Guinn Burnett	

04/27/2022	To Whom it May Concern, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Hellen Halloran

04/27/2022	Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. We have lived in Belltown since 2008 have become familiar with the Civic Hotel over the years. The Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Best, Keith Foe & Anisa Ishida	Keith Foe

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Ashok Shah	Ashok Shah

04/27/2022	Hello, I am a West Seattle resident and would like the gondola alternative to be studied and considered In place of the west Seattle light rail extension. Chapter 4.2.4.4 in the DEIS does not address the impact the WS Bridge has had on West Seattle over the last 2+ years. With the continued construction for the light rail we are looking at years of additional construction and road closures, not to mention the destruction of many houses and businesses in the area. West Seattle has already had a very difficult 2+ Years, enduring commutes that route all traffic through our neighborhoods and almost doubles our commute time in comparison to the bridge. We are paying Seattle housing prices yet we are so disconnected from the city we avoid going altogether when possible. If the gondola alternative provides an opportunity to connect us to downtown Seattle sooner while avoiding: destruction of homes, destruction of businesses, extended road closures, as well as a reduced cost compared to the light rail (a budget that is already triple the original estimate) then the gondola option is something that needs to be studied and seriously considered. Brittney Carter	Brittney Carter
04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for b	J Thomas Ranken

04/27/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. jordanvvvv@gmail.com	Jordan VVVV

	2109 31st Ave S Seattle, Washington 98144	

04/27/2022	Dear Sound Transit & others, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Whitney Mason	Whitney Mason

04/27/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Axel Kuehn-Murphy afmurph@gmail.com	Alex Kuehn-Murphy

	988 21st Ave Seattle, Washington 98122	

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Aimee Sokol	Aimee Sokol

04/27/2022	The proposed CID station MUST be put on 4th Avenue South. Putting the station anywhere on 5th would be hugely detrimental to the lives of citizens and local business owners. Do not destroy people's lives and further gentrify the neighborhood by carving into the CID. -Mike Batzer	Mike Batzer
04/27/2022	Hello! I am very concerned about the proposed lines through the CID. These routes can destroy this sacred community, negatively impact business owners, residents and cultural heritage of this community. Do not displace our CID community, this is textbook structural, institutional racism that has been echoed in cities throughout the United States. People first, not transportation. Peace, Allison Cutuli	Allison Cutuli
04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Mimi McHugh-Broker-Realtor* CNS* - CBR* Windermere Real Estate Co. Direct-206-271-2959 Office-206-448-6000	Mimi McHugh

04/27/2022	I believe that these 2 points should be considered I am Andrea Faste, and live at 7713 11th Av NW Reopen Study of Ballard Station West of 15th Ave NW: The Draft EIS only includes Ballard station alternatives at or east of 15th, when the core of downtown Ballard is several blocks to the west. Sound Transit should reopen study of the Ballard 20th/Thorndyke Tunnel Portal. Support Thorndyke Retained Cut Alternative: This alternative for an Interbay Station facilitates a tunnel under the ship canal to Ballard, which would reduce displacement from construction and avoid maritime traffic.	Andrea Faste
04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. John C. Davis Tel: 206-906-9883 Cell: 206-890-9724 Email: jcdavis47@hotmail.com	John Davis

04/27/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Michael Beetham 9230 Interlake Ave N Seattle, WA 98103	Michael Beetham

04/27/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, David Luxem 1903 SW Hillcrest Rd Burien, WA 98166	David Luxem

04/28/2022	I'm an Eastside resident who works in Seattle. I rely on a combination of transit and bicycle to commute and to reach other destinations. My primary interest is in the capability to bring my bike onto transit, but I also occasionally park at stations. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Chris Kagen 36 Bridlewood Cir Kirkland, WA 98033	Chris Kagen

04/28/2022	Light rail and my bicycle are the only way I can get to work and the community. Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes. Regards, Nathan Young 7400 56th Pl NE Marysville, WA 98270	Nathan Young

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. I have been a homeowner in Columbia City for 21 years. My kids and us started using light rail on the very first day Columbia station opened up. It got my kids through high school. It continues to get me and my spouse to work every day—to Capitol Hill, the U District and soon-to-be Downtown. We have a walk of 1 mile+ in the morning and evening to get to/from the station. We are all also cyclists! And the two don't work well together for us. There could easily be a short dedicated bike car for those of us holding our bikes. The vertical parking doesn't work—it's usually too unwieldy to park there, subject to theft or with blocked access. Frankly, I don't worry too much about the pleas for access from Ballard right now. The system could have been made much more bike friendly years ago! But if planning there results in systemwide change, do it! That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Kiri Schultz 4503 S Alaska St Seattle, WA 98118	Kiri Schultz

04/28/2022	Like so many others who get around by bike, I'm extremely interested in riding the light-rail trains farther as the system grows. My bike is my main form of transportation and is also critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I hope they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve, not degrade, the current biking conditions. That's going to be possible only by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick-up and drop-off, could degrade the safety and comfort of the bike route; ensure that the bike facility is upgraded in a practical way with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts on bike routes -- partner with the city to ensure that there are alternative biking options that don't require multiple-mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put-together detours that add an unreasonable distance, feel unsafe, necessitate people biking on sidewalks for long distances, without consideration for how bikes and pedestrians can co-exist safely. 3. Study bike-parking needs for the entire line. Develop a plan that reflects current and future needs by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike-parking hubs will better serve people parking bikes downtown than would the smaller number of parking at each station. Bike parking should be free and abundant. The bike-parking plan for this new line should include thorough research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes onto trains – and make this actually work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Erin Snow 1116 E Pike St Seattle, WA 98122	Erin Snow

04/28/2022	I'm a lifetime cycle commuter. Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes. Regards, Jon Howell 6827 18th Ave NE Seattle, WA 98115	Jon Howell

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. My only complaint with the existing light rail is how difficult it is for me, and the passengers around me, to bring a bike on the train, particularly if I have a panier (bag attached to a rack on my bike). It's difficult for me and the passesngers around me and both the stations and the trains are sub-optimally designed to accommodate people on bikes. There are a range of solutions in countries with high bike ridership. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Christian Helfrich 15499 15th Ave NE Shoreline, WA 98155	Christian Helfrich

04/28/2022	I ride my bike to work to reduce carbon emissions. Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Tom Resing 117 9th Ln Kirkland, WA 98033	Tom Resing

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. Plus, my entire family bikes - husband (job in Edmonds), middle-school son (2e means his peers are far-flung). We can't afford too much more than we have now and light rail will make the world more accessible to us if we can safely use bikes as part of the system. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Daphne Adair 7732 25th Ave NW Seattle, WA 98117	Daphne Adair

04/28/2022	Bikes are critical for last-mile connections to any mass transit program. The West Seattle Ballard Link Extension is no different. In the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Sue Taylor 12104 95th Pl NE Kirkland, WA 98034	Sue Taylor

04/28/2022	Like so many of my Ballard neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, James Lyon-Hall 908 NW 57th St Seattle, WA 98107	James Lyon-Hall

04/28/2022	Please, please integrate bicycle commuting in your planning for Sound transit. I spend about half of each year living in Medellín, Colombia. We from the US consider Colombia to be a "third world" country but it has a first class metro. Every station is connected to a bike path and every station has an attended corral where bikes can be safely stored. I am always amazed at how many people in Medellín use bikes to get that "last mile" to and from the metro system. This is not an accident--it is because the city consciously incorporated bikes into its transit planning. If a "third world" city like Medellín can do it, so can a "world class" city like Seattle. Thank you, Tom Regards, Tom Ternes 215 20th Ave E Seattle, WA 98112	Tom Ternes
04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to	Alan Lambert

	another mode after their Link trip; for people who bike, that means they need to bring their bike along. Look at what BART has done in this regard, letting bikes on trains during non-peak hours. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Alan Lambert 540 West Lake Sammamish Pkwy NE Bellevue, WA 98008	

04/28/2022	Please don't miss the boat on this one! For many of us, our bicycles are our only mode of transportation, so excluding our ability to participate in light rail transportation would be pretty awful for us. Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Christine Goehle 2515 140th Pl SE Mill Creek, WA 98012	Christine Goehle

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Kay Wolf PO Box 17437 Seattle, WA 98127	Kay Wolf

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Jessica Lucas 6720 20th Ave NW Seattle, WA 98117	Jessica Lucas

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Polly Thompson 2838 Cascadia Ave S Seattle, WA 98144	Polly Thompson

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Michelle DeLappe 7743 22nd Ave NE Seattle, WA 98115	Michelle DeLappe

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Karen Dawson 16921 NE 19th Pl Bellevue, WA 98008	Karen Dawson

04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Sent from my iPhone	John Davis

04/28/2022	Hello, Please consider this my public comment on the Chinatown-International District Station EIS. I support the C-ID community (specifically the Asian Pacific American Advocates Greater Seattle Chapter (OCA)) in advocating for a station alignment along 4th Avenue. As a transportation planner and frequent transit and bicycle commuter, this station location makes the most sense long-term to keep transit facilities close together. 4th Avenue supports intermodal connections while a 5th Avenue station only adds distance and hassle to a trip. Please consider this long-marginalized community and consider maintaining existing businesses and cultural institutions in the C-ID neighborhood. Thank you, Bry Osmonson, AICP	Bry Osmonson
04/28/2022	I am writing to voice grave concerns about the ST Light Rail extension proposed for West Seattle. As a 25 year resident of this area, I have come to know the unique challenges West Seattle poses to mass transit design - and the challenges mass transit poses to this neighborhood. Among the many concerns I have, the biggest relates to Chapter 4: Acquisitions, Replacements and Displacements. The negative impacts by this proposed Light Rail extension would outweigh any benefit and would destroy valuable housing, small business as well as negative impacts on our environment and overall quality of life. There is another alternative that many of our community citizens are advocating and I urge you to do a feasibility study on the Gondola proposal instead. Please see comments below: Acquisitions, Displacements, and Relocations Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). SkyLink would avoid most of the impact listed in this chapter and therefore the current DEIS fails the “Least Harm Analysis” test in 4.2.18.5. As stated previously, a 2014 Sound Transit paper on mode choices for the regional transit network said: “Several of the technologies that have moderate to high HCT capabilities, but are generally less suitable for Sound Transit, could be considered for some service if that service would operate on principally exclusive rights of-way and is not intended to interline (i.e., share the same tracks) with the light rail ‘spine,’ which extends from Everett to Tacoma, and from Seattle to Redmond.” When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing “SkyLink’s” proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives: Chapter 4.2.1.3: More than a thousand people may have to find new homes, just as many employees will have to find a new place of employment, many current stores and services may not be available in West Seattle anymore. Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin practically shows NO available home inventory in West Seattle, the DEIS just says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which mean displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents may have to travel longer distances to get services. Chapter 4.2.3.3 includes several pages of huge impacts. It talks about the fact that light rail will destroy businesses, reduce the city’s tax base and may affect tribal fishing rights. It fails to address the social impact for the employees and owners affected by this destruction, many of them small businesses whose livelihood is affected. It does not address the strain on the social services. Even more importantly it does not address the impact to the	Charlene Kahn

community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs or move elsewhere if they lose affordable daycare.
Chapter 4.2.4.3 and 4.2.5 fail to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, it claims it is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The norther bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway will be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.
Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRide-H. Now all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) will be impacted by multi-year construction and related detours. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours.
Figure 4.2.5-4 does not show any coverings over the station therefore making it appear lower than it is. It only shows the destruction of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.
Chapter 4.2.5.3.3 fails to mention that Olmsted already suggested to preserve the view from Pigeon Point which any of the southern alignments would destroy, for details: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org)

Thank you for your review and consideration.

Sincerely,

Charlene Kahn & Steve Epstein

2308 48th Ave SW

Seattle WA 98116

(206) 295-8396
I am writing to voice grave concerns about the ST Light Rail extension proposed for West Seattle. As a 25 year resident of this area, I have come to know the unique challenges West Seattle poses to mass transit design - and the challenges mass transit poses to this neighborhood.

Among the many concerns I have, the biggest relates to Chapter 4: Acquisitions, Replacements and Displacements. The negative impacts by this proposed Light Rail extension would outweigh any benefit and would destroy valuable housing, small business as well as negative impacts on our environment and overall quality of life. There is another alternative that many of our community citizens are advocating and I urge you to do a feasibility study on the Gondola proposal instead. Please see comments below:

Acquisitions, Displacements, and Relocations
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'spine,' which extends from Everett to Tacoma, and from Seattle to Redmond." When Sound Transit issued the April 7, 2022 Gondola Feasibility Report, it reiterated this statement in dismissing "SkyLink's" proposal from consideration. SkyLink is proposing a gondola to serve not as the primary mode of the regional network but as a feeder from the ST3 designated station locations to the main spine of the light rail system. An urban gondola could provide the capacity needed, could be constructed with minimal disruption, displacement, and damage to the environment and established community. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

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Thank you for your review and consideration.

Sincerely,

Charlene Kahn & Steve Epstein

	2308 48th Ave SW Seattle WA 98116 (206) 295-8396	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7 th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6 th Ave N and 7 th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7 th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5 th Ave N and Harrison St and the corner of 7 th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Philip Nash	Philip Nash

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04/28/2022	To Sound Transit Board Members and Seattle City Council Members, Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Avenue construction. It is inappropriate to continue to disrupt our vulnerable BIPOC communities. Not only will it expose them to environmental hazardous to their health it will further degrade the social fabric and displace the community that also has detrimental impacts to their health. · Disruptions to 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence. · Disruptions to 30 immigrant businesses permanently closed or forced to move. · Disruptions to schools, daycares, programs serving thousands of children and youth. · Disruptions to programs, classes, recreation for 1,200 elderly non-English speakers. Sound Transit, take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! Sincerely, Megann Karch	Megann Karch

04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Kacey Kroeger

04/28/2022	To whom it may concern, I am concerned about the health impacts on the residents and elders. I am concerned about the fact that as a community member and business owner, what the impact will be on displaced businesses, and the ability to get to CID as it is already difficult enough. I am concerned that this construction will displace historical businesses and spaces without ever acknowledging or remembering their presence and importance to the neighborhood. Plan CID 1a, CID 1b, CID 2a, CID 2b, will all be absolutely terrible for the neighborhood. This needs to be anywhere else outside of the CID. This is the only cultural community as a link light rail stop, and you are deciding to kill the neighborhood, its' business, its' residents, its' rich culture, and history. What do you plan to do for the businesses that are impacted? Why did Sound Transit only provide us two options that will both be deadly to us? How will you make sure that CID and its residents are protected from the environmental impacts? How can you ensure that the years of construction will not impact the wellbeing of the many elders and seniors living here? Haven't you done enough of cutting through our neighborhood? So'le Celestial (they/them)	So'le Celestial
04/28/2022	I own property in Interbay at 3426 16th Avenue W, Seattle, WA which is very close to where Sound Transit is planning an option to start a tunnel to transit under Salmon Bay to the Ballard side for its Light Rail Routes. I feel that the construction would highly impact all of us property owners down in that area and would, of course, cause huge disruptions to the businesses there, like daily access or even some business having to actually move out. Most of us there bought or already owned when Interbay was thought of as a crappy part of town, but we also built small new buildings and made improvements as well as we were happy to see other new enterprises move in like the Seattle Storm which continues to brighten up our community. We are seeing a desire for small businesses to renew their leases and show their customers and neighbors their desire to stay. I feel that Sound Transit would better serve the Interbay comunity by deviating the tunnel to a less invasive area. Thank you Rod Olsen	Rod Olsen

04/28/2022	Good morning, On April 21, I sent the following email to the Board: "Good morning. The elevator at Barbara Bailey Way and Nagle remains nonfunctioning. Thus inaccessible for those who may be carrying heavier goods, suitcases, strollers, bikes, or mobility devices such as wheelchairs. There is not even prominent signage directing people to accessible working entrances. I write the board because even as Sound Transit remains unable to keep elevators and escalators in working order, you are considering putting future stations incredibly far underground. In addition to ST's questionable track record on "vertical conveyance" it's a huge time sink to have to wait for elevators for deep stations. Do you find it reasonable to wait 5 minutes to get on or off the freeway at all hours, as a baseline? This is the baseline yoy'd create for link riders. I hope it's obvious why the board needs to act promptly to fix current issues as well as plan for a future system that prioritizes riders much much better. Thank you." Although this was not a formal comment on the DEIS, staff surmised correctly it was related. But instead of simply including in it formal comments about the DEIS, which I think would not have taken more of SoundTransit's time or my own time, I was emailed back (see the forward below) and provided this address to make "formal" comment to. It's these many seemingly minor barriers in the comment and public engagement process that cumulatively create significant barriers to participation, and cultivate cynicism. We desperately need climate-friendly transportation options. That means making it easier to ride transit and making it easier to ask for transit that serves exisiting transit-reliant riders better, which in turn invites more people to ride. And it also means making it easier to participate in the public comment process. Thank you. Kimberly Kinchen transittrekker.com	Kimberly Kinchen
04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. Sincerely, Amy Chen Lozano	Amy Cehn Lozano

04/28/2022	Dear Sound Transit Board, We are a family located at 4009 32nd Ave SW which is directly in the path of the "Medium Tunnel" alternative (DEL-6/WSJ-5). We strongly support the letter that we submitted on behalf of the Avalon neighborhood and our recommendations are reflected in that letter. In short, there is a strong consensus to select a long tunnel alternative with a portal to the east of Avalon Way. In this letter we wanted to give some additional context. Our family is established in West Seattle. We have performed extensive renovations on our house to fit our needs. Our one-year-old daughter is enrolled in daycare in West Seattle. We have extended family living next door to us, a single mother and her 9-year-old daughter who attends Lafayette Elementary School. We are surrounded by our support network of close friends and neighbors. We are one block from a C-line stop that we use to commute. Given the difficulty of finding a replacement home that matches these attributes, forced relocation would lead to significant emotional and financial hardship. All 60+ of our neighbors who have signed the letter have similar stories to tell about how their lives will be upended if they are displaced by WSBLE construction. The Avalon neighborhood has a history of being fragmented by large-scale transportation projects. In the early 1960s, a freeway ramp was constructed from 35th and Fauntleroy to the Spokane St drawbridge. Dozens of homes were demolished, SW Andover St was permanently closed west of SW 32nd St, and the Avalon/Belvidere neighborhood was permanently split into two pieces. The destruction of homes and businesses for freeway construction is now widely considered to have been a mistake. The proposed elevated alternatives amount to doubling down on the mistake that was made sixty years ago. All of the elevated alternatives will result in the demolition of dozens of homes in the Avalon neighborhood and a further fracturing of the neighborhood into pieces. Fortunately, the board can make an easy choice to bring fast, rapid transit to our neighborhood while avoiding unnecessary demolition and relocation. Longer tunnel options offer additional advantages including a lower guideway over Longfellow Creek and a lower height of the Delridge Station. Therefore, we recommend the following: (1) We request that Sound Transit study a longer tunnel alternative along the Yancy-Avalon routing, with a tunnel portal located to the east of Avalon Way and to the north of Yancy St. Combined with the removal of the Avalon Station, we expect that this alternative will be cost competitive with the Medium Tunnel/41st St alternative. (2) We request that the preferred tunnel alternative be considered without the Avalon Station, to avoid the excessive cost of two underground stations. (3) We recommend that the Sound Transit board select a long tunnel preferred alternative. (4) We support an underground Avalon Station, but recognize that it is the most logical component to drop, especially given the overlapping walkshed with the Junction station. Signed, Joe + Beth Boomgard-Zagrodnik 4009 32nd Ave SW	Joe Boomgard-Zagrodnik

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Sarah Dallosto sarah_dallosto@hotmail.com	Sarah Dallosto

	15443 38th Ln S Apt. 67 Tukwila, Washington 98188	

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	2015 Terry Ave Apt 313 Seattle, Washington 98121	

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	Jan Tabaczynski jantabaczynski@gmail.com NE 125th St Seattle, Washington 98125	

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	121 NW 85th St. Seattle, Washington 98117	

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	624 West Main Street Sumner, Washington 98390	

04/14/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Patrick Gibson pg@pagibson.com	Patrick Gibson

	19427 86th Ave W Edmonds, Washington 98026	

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	1705 Summit Avenue Seattle, Washington 98122	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Please make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. Here are specific recommendations that I support: In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: listen to community voices about the loss of historical buildings and businesses! Please throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Brandon Bowersox-Johnson brandonbowersox@gmail.com 519 N Bowdoin Pl Seattle, Washington 98103	Brandon Bowersox-Johnson

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Carolann Streett streett.ca@gmail.com	Carolann Streett

	2425 8th Ave N Seattle, Washington 98109	

04/15/2022	In my view, the Interbay-Ballard segment of ST3 expansion will be most successful if is built with several key principles in mind: 1) it must be located where residents and businesses can access it, 2) it takes us where we need to go, 3) it doesn't unduly disrupt existing infrastructure. For these reasons, a tunnel under the Ship Canal is imperative and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Accessibility in general will require Metro circulators to run frequently and schedule alignment between bus connectors and light rail. Smaller, more frequent connectors are preferable to large but infrequent buses, though larger vehicles may be needed at peak times. This will minimize transfer time from transit to platform and maximize ridership. Accessibly also means avoid, to the greatest extent possible, transit plans that require pedestrian crossing of major thoroughfares. This will improve passenger safety and avoid traffic congestion. Save costs by right-sizing stations. Keep them simple and functional, without huge mezzanines or massive structures. Improve safety by ensuring stations are well-lit and don't have nooks, columns, etc for people to loiter in/behind. Please consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. For Smith Cove (SIB-1): Approach station by tunneling under Elliott and place station on West side of Elliott. If station is elevated, minimize size over Galer flyover/Magnolia Bridge. Ensure that buses pick up and drop off on west side of Elliott so there are no pedestrians crossing Elliott for bus connections. For Interbay Station (IBB-2b): The most important issue is location, as the station must be proximate to Magnolia peninsula for emergency access in event of bridge failures. It should be designed so all buses and passenger cars pick up and drop off on the north side of Dravus or on 17th Ave and not require any pedestrians to cross Dravus. This station must lead to Ship Canal Tunnel Ballard station: Please re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village. Re-examine and study Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges. Thank you for your consideration.	Heather MacClintock

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Yuriy Myronchenko yuriy1337@gmail.com	Yuriy Myronchenko

	2311 NW 65th St Seattle, Washington 98117	

04/15/2022	Manager DEIS Comments, Like so many others, I'm excited about light rail finally connecting Ballard and West Seattle to other neighborhoods (to MY neighborhood). I appreciate the opportunity to comment on the draft environmental impact statement. It's so important to get this right. The experience and convenience of riders -- and the potential for ridership growth -- need to be prioritized as we strive to move people out of private vehicles and reduce greenhouse gas emissions -- as well as all the other harms that come from driving. Continue to move forward with all stations voters approved with ST3 in 2016. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent and reliable escalators and elevators, which has been a huge problem in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. They also need to handle bicycles, assistive devices, and other bulky or oversized equipment well. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth, quick, effortless transfers are essential. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. I join with Seattle Subway in the following requests: In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Brie Gyncild

	Thank you for your review of these comments. Brie Gyncild briegyncild@gmail.com 1407 15th Ave Seattle, Washington 98122	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Samantha Berk sberk10@gmail.com	Samantha Berk

	1611 NW 80th st Seattle , Washington 98117	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Shane Dombrowski shane.m.dombrowski@gmail.com 2804 PROSCH AVE W SEATTLE, Washington 98119	Shane Dombrowski

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	2216 NE 46th St APT A Seattle, Washington 98105	

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	1820 S Weller St Seattle, Washington 98144	

04/28/2022	BALLARD: I urge Sound Transit to reopen study of the Ballard 20th/Thorndyke Tunnel Portal option. The other DEIS options fail to serve Central Ballard and are fenced in by industrial zones. Ballard needs a station that truly serves its most productive small business strongholds along 24th Ave and Ballard Ave. This station is the only Ballard station in ST3 and the furthest west. The 14th and 15th options do not truly serve Ballard. INTERBAY: I support the Thorndyke Retained Cut option [IBB-2a/IBB-2b]. Thorndyke Retained-cut is a shallow station that provides quick station access for riders, good TOD potential, perfect location for great bus transfers from both Magnolia and North Queen Anne/Seattle Pacific University, and allows for continued consideration of a tunnel option to 20th for Ballard. SMITH COVE: I support Sound Transit's preferred Galer Street Station option [SIB-1]. SEATTLE CENTER STATION: I prefer a Republican Street Station option. While arts community stakeholders may be concerned about construction impacts, a Republican location will produce long-term benefits for them in terms of access and operational efficiency. I believe Sound Transit can mitigate short-term construction impacts while primarily focusing on serving future transit riders and arts patrons with a good station at Republican. SOUTH LAKE UNION (SLU): Neither "final" SLU station option serves the neighborhood well. SLU station needs to serve SLU. Both options should be rejected and Sound Transit should reopen study for an SLU station on Westlake Avenue. A north/south oriented station on Westlake will enable a shallower crossing of SR-99/Aurora and will likely be cheaper and faster to build, as well as make future expandability easier as well. DENNY STATION: I support Westlake Ave Station option DT-1. However, I do not understand why the station is required to be over 100 feet deep, despite the fact that it lies directly under an unobstructed street right-of-way. Sound Transit should seek to make the station shallower. WESTLAKE: I support 5th Avenue Station option DT-1. However, the elevator and escalator plan must be improved for better ease of use and redundancy and additional ways should be found to speed up transfers and surface access at this future central hub of the Link system. MIDTOWN: The Midtown Station is too deep as currently designed. Sound Transit must find a way to make the station shallower. A depth between 140 and 170 feet will make reliable access extremely difficult and slow access will make it difficult to attract a robust ridership. Elevators should be designed to travel directly from the surface to platform level, and multiple elevator redundancy will be essential. CHINATOWN/INTERNATIONAL DISTRICT (CID): Chinatown/International District (CID) Station will be the Puget Sound’s single most important central station for its confluence of multimodal connections and transfers. Of the options presented, the "least bad" option is the 4th Avenue “Shallow" Alternativ [ID-1a]. However, the excessively long transfer times with the current design are unacceptable.	Darryl Sclater

	A tunnel at the same depth as the existing CID Station along 4th Ave would be a far better option. I urge Sound Transit to find a way to make this happen at this critical transit station and regional transportation hub. We only have one chance to get this right. SODO: I prefer Mixed Profile Station option SoDo-2. However, Sound Transit should study citing the Mixed Profile Station further north at the existing SoDo Station location to prevent demolishing the Post Office and the associated added expense. WEST SEATTLE (DELRIDGE, AVALON, AND ALASKA JUNCTION): I support 41st Ave Medium Tunnel option WSJ-5. However, the associated Delridge station option DEL-6 is unsatisfactory in terms of bus connectivity. Sound Transit should proceed with WSJ-5 while reopening study on DEL-6 to improve bus connectivity. GENERAL COMMENTS: Sound Transit should not eliminate any stations from the plan. 2) All underground stations should be as shallow as possible. 3) Fast transfer times at transfer points must be a top priority. 4) Escalators and elevators must (a) be fast and (b) have enough redundancy to handle game day rushes and not fail riders in the event of breakdown. 5) Fast surface-to-platform elevators (no mezzanines) should be used when stations are more than 100 feet deep. 6) Future expansion in Seattle must be a top priority. 7) Bicycle commuter connectivity should be a top priority in all station locations and designs, including free and abundant bike parking at stations. Bike parking and connections to local bike facilities (bike lanes and bike paths) should be included at the very earliest stages of the design process, with dedicated funds committed as early as possible.	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jacob Lee jacoblee@gmail.com	Jacob Lee

	220 24th Ave Seattle, Washington 98122	

04/15/2022	The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Systemwide: (1) Study Milan method cut and cover within the existing street right of way. (https://pedestrianobservations.com/2021/02/25/cut-and-cover-is-underrated/) (2) Study full automation. The increase in capacity from operating smaller trains at higher frequency automated operations reduces station size needs (greatly reducing costs) while providing better service. Automated operations also save labor costs. (3) Review global standards for fire/emergency issues. It's ridiculous a station cannot fit within the 80 ft Fauntleroy due to the local fire code. Sound Transit should plan from the basis of accepted global 'best practice' and seek code changes where they diverge. Updating archaic standards to save hundreds of millions is a no-brainer. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth means we must build the most comprehensive rail network we can to promote transit-oriented development and decrease vehicle use. Eliminating planned stations is in direct opposition to what the region's voters want and need. Maximizing ridership and long-term growth are the goals. Short-term construction impacts can be mitigated and must not prevent the better options from being selected. Shallower stations reduce cost, and risk of project delay while promoting shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game-day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Ballard: Study pairing a high bridge with an elevated 15th Avenue station and continue to refine all tunnel options to put a station entrance west of 15th Avenue. Reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. Interbay: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed-down 15th Avenue Elevated Station [IBB-3] Smith Cove: Build the preferred Galer Street Station/Central Interbay [SIB-1]. Seattle Center: Build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. SLU: Reject both presented options, study a Westlake or similarly north-south aligned station within SLU boundaries and as centered on South Lake Union as possible. Harrison Street is preferred as the 'less bad' option currently under consideration. Denny: Build Westlake Ave Station [DT-1] to line up with an SLU station on Westlake further north, but update vertical conveyances and aim shallower. Westlake: Build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. Midtown: Build the station as shallow as possible, design the station for the surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. Chinatown/International District: Build the 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. Throw out deep tunnel options. Sodo: Choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.	Trevor Reed

	Delridge: Request a study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. Avalon: Build WSJ-5 with a request to study a refined DEL-6 pairing. Junction: Build Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. In order to future proof our growing system, we must design for expandability in fivelocations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Trevor Reed 98040	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Austin Skondre austin.podoll@gmail.com	Austin Skondre

	4032 SW Myrtlee Street Seattle, Washington 98136	

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ian Brown ibrown1779@gmail.com	Ian Brown

	717 Belmont Ave E Apt 202 Seattle, Washington 98102	

04/15/2022	Greetings, I strongly support the views of the Magnolia Community Council about the nature and location of the Interbay-Ballard segment of the light rail. In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Bruce Cross

04/15/2022	Manager DEIS Comments, I am writing to submit my comments to Sound Transit's Draft Environmental Statement on the Ballard-West Seattle Link Extension. The current plan does not put riders and increasing ridership first. It must. We did not pass a tens of billions of dollars pan so Sound Transit could build stations with difficult, unreliable transfers, or in the middle of industrial areas. First, do not cut any of the stations from the ST3 list approved by voters in 2016. I was on the Sound Transit Citizen Oversight Panel - I have seen firsthand how some of the most senior executives in Sound Transit use "voter approval" requirements to protect foolish projects they want to keep, like parking garages. If you want the confidence of the voters and the riders, you dare not set aside something as fundamental as our station choices, lest you show yourself hypocritical. This is all for good reason. We know the region has experienced explosive growth, far beyond projection, that most of our emissions are from transportation, and that this is the biggest tool we currently have for reducing emissions. Eliminating stations would not only fly in the face of voter expectations, but it ignore the basic needs of our region and environment. Next, the many of the transfers at the stations are problematic. In part, this is due to the large number of deep stations. Riders must come first, prioritizing short travel times, accessibility and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. In fact, ignoring the experience of short-trip, urban riders, particularly in spots like the international district, is a serious assault on equity, showing Sound Transit's continuing indifference to people who don't and earn like their senior staff members. The history of cities and planning agencies, including sound transit, glossing over equity concerns is morally appalling and embarrassing. Let's get it right this time. Next, if there absolutely must be any deep stations, the vertical experience needs to be substantially better than it is currently in your other stations. There must be enough capacity and redundancy (please stop with the single points of failure) for rushes and crush periods, including big stuff like game days and concerns. Elevators should go directly to the platform level, multiple should be callable at once, and they should have plenty of excess capacity and redundancy. Escalators should not be involved in deep stations and frankly, generally not relied upon, given ST's long inability to manage them. All should be built to aggressively minimize time to transfer or board, and to significantly reduce variance on this too. Even Short boardings, when unreliable, are a serious problem for people who need to plan around transit and transfers. In general, short and smooth transfers have been given short shrift in the DEIS. It continues to feel like ST designs with the mindset of rail as a nice-to-have augmentation for the real stuff that happens in cars and parking garages. This is unacceptable in a city that is going to drastically grow but cannot handle more car trips, that wants to increase its quality of life and wants to reduce its carbon impact. Transfers must feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. Specific transfers comments -In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. -In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. -In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. -At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. -In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. -At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower.	Ron Davis

-At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access.

-In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use.

-In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub.

-In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.

-In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5.

Finally, the agency and the DEIS must set up Sound Transit for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility.

In order to enable a growing future for our system and avoid locking in limited reach, we must we must design with near-readiness to expand in four key spots:

(1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line).

(2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).

(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.

(4) Midtown must be designed to accommodate future expansion to the east along Madison St.

(5) West Seattle should be built for future southern expansion to White Center and Burien.

Thank you. Please don't let us down.

Ron Davis
ronpdavis@gmail.com
5716 15Th Ave NE, Apt D
Seattle, Washington 98105

04/15/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead	Bruce Cross

04/15/2022	Greetings, I strongly support the position of the Magnolia Community Council about the desirability of a tunnel approach to the Smith Cove station, for all the reasons they state: In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead	Bruce Cross

04/15/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Valerie Bentivegna valeriebentivegna@gmail.com	Valerie Bentivegna

	6105 Roosevelt Way, Unit 328 SEATTLE, Washington 98115	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. John H John Hinrichs	John Hinrichs

	jhinrichs206@gmail.com 412 11th Ave Seattle, Washington 98122	

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	2011 C 15th Ave S Seattle, Washington 98144	

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	5449 35th Ave Sw Seattle, Washington 98126	

04/23/2022	Dear Sound Transit, When I attended the World Harp Congress in Sydney, Australia in 2014, and mentioned that I played a Dusty, anyone who heard me knew that I wasn't saying that my harp needed the attention of a dustrag. They knew it was a Dusty Strings harp and that it was made in Seattle. After all, there are now 17,000 Dusty Strings harps out in the world, all from here. We had moved to Seattle and Queen Anne in 1995 and, as a harpist, I was delighted to learn that a harp store was nearby in Fremont, and quickly made new friends there. At that time the harps (and hammered dulcimers) were made in a warren of little rooms two stories below the Fremont Street level. By then, though, owners Ray and Sue Mooers were realizing that the business they'd been growing since 1979 into a worldwide one needed more space. With valued, skilled employees who bike, bus or walk to work, they felt that they had a substantial investment in keeping the company in Seattle rather than moving to potentially cheaper digs out of town. After five years of searching they built a wonderful harp-making facility in Interbay at 3450 16th Ave W. No more windowless, cramped areas but big windows and light, and special exhausts to better protect workers from lacquer fumes, and an enormous exterior vacuum cleaner draws sawdust-laden air into 150 cloth bags inside it. Special precision-made tools, concert and showroom areas, and enough space to conduct tours and hold workshops, make the Interbay Dusty Strings factory a special place. It is a world-class harp-making facility that would be a shame to lose in favor of a light rail route. I hope you will take it into consideration and choose another route such as IBB1b. Sincerely, Joyce Rice, lifelong harpist	Joyce Rice
04/23/2022	Hello. I am a long time resident of West Seattle and I would like to comment on the Draft EIS WSJ-1 as it affects our community. After the joy, for some, of the removal of the Alaskan Way Viaduct, I don't understand how the city can conceive of putting all of Fauntleroy Avenue under a dark and oppressive bridge. WSJ-1 will create, essentially, a dark tunnel where there were once light and airy apartments and businesses. And consider the gray and rainy months of our long winters? Oppressive. WSJ-3a, the tunnel, should be the preferred option. It affords the least disruption and displacement of businesses. In addition, the station should be at 41st Ave SW. Fewer businesses would be impacted. To build the station at 42nd Ave SW would have a seriously negative impact on the Alaska Junction businesses as it is already a congested area. The businesses have been blasted by covid. To make them incur further disruption and loss of business is unconscionable. For pure fun, I think having the Gondola to West Seattle would be great. It would be an attraction for the city of Seattle, like the Big Wheel, and would bring tourists to West Seattle. A win-win situation. But please, NO WSJ-1. Julia Sweeney	Judy Sweeney

04/23/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Andrew Mullenix andrewmullenix@outlook.com	Andrew Mullenix

	8506-B Nesbit Ave N Seattle, Washington 98103	
04/25/2022	I am writing to express concern that the recent EIS regarding the proposed West Seattle lightrail is inadequate. It doesn't talk about tree removal, stormwater retention, carbon sequestration, air purification or all the impervious surfaces that would be entailed with a light rail. I encourage you to include these in your study and make the info.available to the public. Thank you, Christie Skoorsmith, resident of West Seattle	Christie Skoor

04/27/2022	Dear Councilmembers and Sound Transit Even though I live three hours away from their shop, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). They are master sharpeners in demand by the finest chefs around the world, and they stock an incredible selection of blades for the kitchen for all price levels. It's astonishing to me that their expertise is available—and affordable--for the likes of me, a humble home chef. I've purchased products from them, and have used their sharpening service. Since I learned about them and their community after moving to Washington several years back, I have become a customer for life. They are truly a treasure. This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new, larger, and more convenient storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? • BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. • The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. • They also offer a high performance sharpening service for home and professional chefs. • I'm looking forward to their classes aimed at established knifemakers and beginners. • BladeGallery Inc is a small business that currently supports 8 employee households. • BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Scott Woodham 1136 S. Bobbi Dr. Moses Lake, WA 98837 scott_woodham@mac.com (907) 230-1882	Scott Woodham

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Karan	Karan Daftary

04/27/2022	Sound Transit Board of Directors and Sound Transit Staff: I write to you as a West Seattle resident, a member of the Sound Transit Stakeholder Advisory Group (SAG) from 2018-2019, and a current member of the Sound Transit Community Advisory Group (CAG). In the summer of 2017, as member of the Board of the West Seattle Transportation Coalition (WSTC), I helped plan the first community outreach of the WSBLE in a WSTC Light Rail workshop. This was the first opportunity for the West Seattle community to see what the DEIS issued on January 29, 2022 addresses. Needless to say, I've been closely following the ST3 WSBLE process for the last 6 years through the SAG and the CAG and through other comment opportunities provided along the way. I've enjoyed connecting with SAG/CAG members throughout the City, associating with dedicated ST staff, and introducing the WSBLE concepts to my community. That includes revealing (literally) to the Avalon/32nd Avenue SW community that a Yancy/Avalon alignment added by the ST Board in October 2019 could end up running through their residential neighborhood. (Introduced Sound Transit staff to the Avalon/32nd Avenue SW community in the spring of 2020). Thank you for the opportunity to comment on the WSBLE DEIS. I urge the Sound Transit Board to: · Select a long tunnel alignment into the West Seattle Junction as it is the best option for the existing and future West Seattle. Any elevated alignment within the West Seattle Junction Urban Village is contrary to Community and Comprehensive Plans for this large area. Further, any elevated alignment within West Seattle's Urban Village stands in stark contrast to Ballard's Urban Village tunnel alternative(s). In brief - if Sound Transit tunnels into Ballard's Market Street, Sound Transit must tunnel into the West Seattle Junction - period. WSJ-1 complies with stated purposes and is the ideal solution to station integration within a developed active Urban Village as it allows for premier system access of bicycle and pedestrian connections and multimodal linkages while not endangering economic conditions within the crucial West Seattle Junction. · Reinstate the Purple line for consideration. Among the many alignments initially floated by ST, the Purple line did something Sound Transit has rarely experienced – it had massive community support because of the following: · The Purple line avoided fragile wildlife habitat areas and steep slope critical areas, · The Purple line sidestepped the West Seattle Bridge corridor, the Spokane Bridge corridor and Port of Seattle high voltage corridor by crossing the Duwamish River in a less constrained area. · The Purple line represented true Environmental Justice as it prevented the destruction of dense affordable residential neighborhoods that are occupied by first-time homeowners and People of Color. (It is assumed that these same residents will be subject to Sound Transit's relocation policies, yet it is doubtful that they will be able to afford to return to their community). Although the Purple line was perceived as too costly an alternative when the Sound Transit Board removed it from consideration in 2019, the Sound Transit Board must revisit this alignment and evaluate its costs against the current costs of excessive over-engineering, infrastructure disruption, business and residential real estate takings and Environmental Justice offenses.	Deborah Barker

	· Focus on sustainable opportunities for Transit Oriented Development (TOD). Proposed Del5 and Del6 alignments allow for TOD opportunities that feature immediate adjacency to a working steel mill. This robust business has a 24/7 schedule which includes semi-truck deliveries, train car decoupling, heat blasts, steaming geysers, and steel loading. If one wanted to create TOD opportunities that are doomed to failure because no one wants to develop them, this has to be the place. Fortunately, there is Del2a which proposes a centrally located station area, features tracts that are large enough to establish sustainable and equitable TOD projects which could include well-situated commercial uses (i.e.: grocery and restaurants) that are surrounded by dense mixed-income housing. Further, such TOD would certainly comply with goals identified in the Sound Transit's Adopting an Equitable Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit 2019), as referenced in the Purpose and Need of the WSBLE Project. Ideally, Del2a should continue with a low SW Genesee Street guideway and east of Avalon Way SW, enter a tunnel portal to the Junction Station. · Eliminate the Avalon Station and utilize the funds within the Delridge and West Seattle Junction planning areas for optimal TOD opportunities and multimodal integration. Thank you again for the opportunity to comment on WSBLE DEIS. I charge the Sound Transit Board with honoring your commitment to Sound Transit's strategic priorities which are built upon a commitment to equity and fairness, environmental stewardship, partnerships and the communities you serve - while ensuring parity is maintained for West Seattle and Ballard. Sincerely, Deb Barker West Seattle Resident	

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to COVID it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Douglas N. Dreher The Hotel Group, an affiliate of Hotel Equities Chief Executive Officer Direct 425.248.2961 | Mobile 206.972.0217 201 5TH Ave S. Ste 200 | Edmonds WA 98020 www.thehotelgroup.com	Doug Dreher

04/27/2022	?To whom it may concern, ?Of the preferred alternatives, I believe tunnel alternative WSJ-3a should be advanced with modifications as the final preferred alternative. WSJ-3a reduces the issues with neighborhood cohesion and displacement compared to the above-grade alternatives, and the future station option on 41st Avenue SW is a better location compared to 42nd Avenue SW as it will have less impact on existing established businesses in the heart of the Junction during construction. I further believe the DEIS currently represents inadequate study of cumulative impacts, and provides insufficient mitigation information, in several areas including the lack of sufficient information on cumulative impacts of transportation and road closures -- including paths of temporary and permanent-term closures and re-routes -- as well as the lack of sufficient information on separate and cumulative impacts of tunnel routes on the businesses and residents above them. Thank you for your consideration. John Wright John L Wright | (425) 466-3554 |johnwright737@gmail.com	John Wright
04/27/2022	Hello ST folks! I love Link, and am very excited that it is coming to Ballard! Please reconsider the elimination of the “West of BNSF/20th/Tunnel” alternative for the Interbay/Ballard Segment of Ballard Link. The train should take people to where they want to go, not where they have to cross a major intersection and then walk another half mile to get to where they want to go. Nobody considers the intersection of market and 14th to be a destination. The destinations are the restaurants on Ballard Ave, the movie theater, the library, the hospital. Appendix M says that this is what the stakeholders wanted, and I agree. As a resident of the neighborhood, I think that putting the station as far east as 14th would be declaring that the station would be some sort of “Greater Ballard Area Station”, not an actual “Ballard Station” to bring people to what they think of when they think of Ballard. Putting it further west, possibly even as far as 22nd would make it right where community and commerce are. It even makes the station within a reasonable walk of the Nordic Museum and the locks. At 14th, the heart of Ballard is downgraded to that “reasonable walk” and the locks is downgraded to wanting a different last-mile mode of transportation. I love what you folks have done so far, please keep up the good work. We only get to place this station once. Please put the best option back on the table! Sincerely, Sam Calandra sam@samcalandra.com Ballard, WA	Sam Calandra

04/27/2022	To whom it may concern, I am in support of SIB-3 on the proposed Ballard Light Rail Extension (and against SIB-1 and SIB-2). The city has decided to knock down the viaduct and beautify the waterfront in downtown. This priority should extend to the northern part of Elliott Bay too! Don't put up a new elevated track that will dominate the visual space where a tunnel & retained cut will serve the same purpose. Additionally, SIB-3 will impact the fewest residents and businesses out of the three alternatives. Best, Noah Wasser	Noah Wasser
04/27/2022	I am in support of SIB-3 on the proposed Ballard Light Rail Extension (and against SIB-1 and SIB-2). The city has decided to knock down the viaduct and beautify the waterfront in downtown. This priority should extend to the northern part of Elliott Bay too! Don't put up a new elevated track that will dominate the visual space where a tunnel & retained cut will serve the same purpose. Additionally, SIB-3 will impact the fewest residents and businesses out of the three alternatives.	Chelsea Fortin
04/27/2022	My home is at: 3112 SW Avalon Way Unit 202 98126 I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing. Re: Avalon Station Further, I suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station. Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood. Adding 1200 daily boardings will add an undetermined increased amount of cars driving to the area in a hurry to make sure somebody catches the train. Sincerely,. Kathryn Welch Vitelli kvitelli@comcast.net	Kathryn Vitelli

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Kavita Chawla	Kavita Chawla

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Alfredo Dwan Home address: 13720 87th Ave Ne, Kirkland WA 98034 Email: brasildwan@hotmail.com Phone: 2062650045	Alfredo Dwan

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Furthermore, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Sanjay Sagar	Sanjay Sagar

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Richard Willis Home address: 1705 Belmont Ave, Apt 102, Seattle, WA 98122 Email: richard.willis89@yahoo.com	Richard Willis

04/27/2022	Hello, I live at 3070 SW Avalon Way Unit F. I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5) and I strongly oppose alternatives DEL-5 and DEL-6, all of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing. Thank you for your consideration, Sean Tamon 3070 SW Avalon Way Unit F	Sean Tamon

04/27/2022	Good evening, Lauren Swift & Sound Transit! I would like to make a comment on the West Seattle Ballard Link Extension (WSBLE) project that will be impacting the Chinatown-International District (CID) neighborhood in Seattle, WA. My name is Jessie, and I am a graduate student at the University of Washington. I am also a frequent patron of the CID businesses as well as a worker who worked close to, if not in, the CID prior to the onset of COVID-19. On my days off, I enjoy visiting the CID to patronize small businesses like Sairen, Chengdu Memory, Jade Garden, and Hood Famous Cafe + Bar, as well as larger stores like Kinokuniya (bookstore) inside Uwajimaya (grocery store). After reading about the project, I oppose the construction of the Link Extension on the 5th Ave S, as this would directly impact more than 15 businesses and alter the registry of historical buildings in the CID. Moreover, it would change the way that the elderly and families live and work in the CID as they would have to endure construction noise, air pollution, and other effects of construction so close to their homes and workplaces, as well as reduced access to emergency vehicles due to roads being blocked off. COVID-19, anti-Asian racism, and rising crime activities already have harmed small businesses in the CID. Small business owners must find ways to be creative and survive, providing for their families and communities. I have done my part to support these businesses. Instead, I — along with many others in the CID community — support the 4th Ave S as a preferred alternative, as this would not impact businesses in the neighborhood as much. I am supportive of the needs and desires of the people most impacted by Sound Transit's decision, and I hope you would take this position into consideration to minimize grievous harm and unintended consequences for the community. The CID community is precious and vulnerable, and I strongly encourage us to preserve their space and way of life as much as we can. Thank you very much for your time. Thanks, Jessie Zhang	Jessie Zhang

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Lisa Pfeiffer 2410 E Highland Dr Seattle, WA 98112	Lisa Pfeiffer

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Corey Ford 3641 Evanston Ave N Seattle, WA 98103	Corey Ford

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04/25/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. David Guilland Hardwater1000@gmail.com	David Guilland

	19542 echo lake pl n Shoreline, Washington 98133	

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04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Kathleen O'Leary	Kathleen O'Leary
04/22/2022	To Sound Transit Board Members and Seattle City Council Members, Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, and vibrations in the CID is completely unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Avenue construction. These businesses do not need this stress especially coming out of a 2+ year pandemic. Sound Transit, take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! Sincerely, Gina Chaleunphonh	Gina Chaleunphonh

04/27/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Craig Liesegang 14120 NE 183rd St Woodinville, WA 98072	Craig Liesegang

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04/27/2022	I am writing because I do not believe the Draft EIS for West Seattle Light Rail adequately captures the carbon footprint of the project, or addresses alternatives to that footprint. It also does not clearly state the true cost of traffic reduction associated with construction and ongoing operations compared to alternatives. ENVIRONMENTAL IMPACT COMMENTS Chapter 1.2.2.6 points out the need to reduce vehicle miles by 30 percent by 2035. However light rail will not connect West Seattle to the SODO light rail station until 2032 and won't be extended farther until at least 2037. That won't provide much incentive for drivers to switch to public transit (as stated in Table 4.2.6). Even after 2037 the expected savings in vehicle miles are minuscule while there will be a large carbon impact caused by the construction that is not captured in the document. Light rail's carbon footprint should be considered, and a proper (outside expert) study done to compare an aerial gondola alternative and light rail carbon footprints in construction and operation. Appendix L4.6 references carbon consumption, citing that "general FTA estimates" were applied. However, no federal project has ever been as large as the 2+ mile, 8 to 16-story tall elevated light rail guideway planned for West Seattle. Energy consumption during construction was not even considered. (Chapter 4.2.10 says "The FTA Greenhouse Gas Emissions Estimator was not used.") Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. A proper impact evaluation for various alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industry-academic organization at the University of Washington. Calculations also need to account for any displacement of existing structures which ultimately have to be replaced in some way. Chapter 4.2.6.3 fails to explain why a reduction of 400 trips on the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. That would be 293 miles per trip per day which is nonsensical. Even if calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) 10,941 tons once the light rail connects directly downtown in 2037 as the earliest. Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset the West Seattle light rail construction related carbon emissions. Since the light rail construction carbon footprints are underestimated, the payback is even longer. The DEIS fails to mention that a gondola could provide reliable, grade separate public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035. A direct comparison of the carbon footprints and offsets of alternatives should be performed. PROJECT FUNDING/COST COMMENTS Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS and the associated total costs between $3 billion and $4.7 billion which is about double or triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. There will be little improvement in travel time for many riders, given the likely need to take a bus to a West Seattle light rail station and then disembark at SODO and wait for another light rail train to go anywhere else for at least the next 15 years. Table 2-9 of App. N indicates Sound Transit estimates light rail to reduce 400 vehicle trips on the West Seattle Bridge by 2042. At a light rail cost of almost $10 million per additional daily trip (plus the building of additional operating capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile. Gondola technology has been proposed by citizens since 2015 but always ignored or dismissed as incapable of serving regional transit needs despite the fact that it is being suggested, not as a regional mode, but as a high-capacity feeder for a densely developed terrain with hills and water obstacles where light rail is difficult, expensive, and damaging to build. Other light rail corridors such as from SODO to Georgetown/South Park could provide a more economical way (both in construction and annual operation) to provide light rail to the Duwamish peninsula. Gary Lai	Gary Lai

	6532 29th Avenue NE Seattle WA 98115 Cell: 206-234-8410	

04/26/2022	Hi Seattle Transit folks, I'd like to strongly throw in my preference for a tunnel option underneath Salmon Bay on the Ballard line. I live in North Queen Anne on 14th ave W. Our building would likely be in the way of the preferred option for a bridge. That is not the reason I am in favor of a tunnel. I have been keeping up with this and am finally confident to share my opinion. Here is my thinking. Cost The cost estimate for a tunnel is not greatly more than the elevated option, as it had originally been thought, especially given that the original tunnel option right to old town Ballard would have been far more costly than the preferred tunnel options in the Draft EIS currently. I for one would be willing to see the Seattle government invest in a more sustainable modern transit option. For me, that's a tunnel. The City My opinion is also based on comparisons with everywhere else we have bridges. The Aurora bridge, the Ballard Bridge, and the Ship Canal Bridge are three reasons why I prefer a tunnel. The cityscape we have is already bridge-frenzied. Ballard and Queen Anne are quiet neighborhoods. If you want to foster a neighborhood that retains the kind of allure that can be brought to bear in convincing investment in this city, then hide the unsightly transit--preserve the sky and what catches your eyeline for the beauty of the sky and its buildings. Modern transit The future of fast transit within a cityscape that we can be proud of demands that we emulate the subways of the great cities. Every modern city uses the untapped space beneath our feet, where it doesn't interfere with our senses. But more importantly, think very long-term. Connecting more lines in the latter half of the 21st century should be done by tunneling because underground is a blank canvas. And we should be willing to make the investment in a true subway system wherever there is not already a large avenue to follow along. Topography I live on 14th Ave. It's a hill. The bridge is going to have to be a mammoth, with large sustaining structures like the Aurora bridge has. But while Aurora bridge is a large thoroughfare, this bridge supporting the Ballard connection is not a massive thoroughfare so there is not an equivalency. The seismic impact of such a structure should be justified by its purpose and I'm not convinced that the purpose is equivalent. Residential impact vs. keeping transit where transit belongs There are very large buildings that would have to be torn down, including my own (Newell Square). I'm tired of seeing this happen. It's wasteful. If the costs are not prohibitive (in my opinion the Draft EIS shows that they are very achievable), even if third party funding is needed, then I ask you to do the work to get those funds and build a tunnel. Don't do the expedient easy thing by building yet another cluttering bridge. Don't tear down peoples homes. Bridge=old thinking, ugly, intrusive, loud Tunnel=modern, clean, unobstructive Build a tunnel. Chael Graham	Chael Graham

04/26/2022	Dear Sound Transit Board of Directors, I would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. We are grateful for all of your hard work at ensuring that Seattle residents have access to public transit options. We wanted to express our strong support for the IBB-1b alternative. We are a harp showroom and service center based in Massachusetts and yet are deeply concerned about the aspects of this project that affect the Dusty Strings Company at 3450 16th Ave W. Dusty Strings is a Seattle-based harp maker that over the past 20 years has become one of the pillars of the harp community and provides instruments to customers worldwide looking to source high quality instruments. As one of the largest harp showrooms and service centers in the country, we place an incredible number of Dusty Strings instruments in a year and without their instruments our shop would not be what it is today. As you can imagine, building a harp is an incredibly complicated task and the disruptions caused to this process if Dusty Strings needed to relocate could affect the world's harp supply; something that has already suffered due to supply chain issues and labor disruptions during the global pandemic. These handmade instruments provide peace and tranquility to amateur harpists in their homes, to friends and families who enjoy the music and to concert-goers, gig clients and hospital staff and patients who hear these beautiful instruments in harp therapy settings. There are thousands of threads linking Dusty Strings to the community of music makers around the world, as well as a staff of Seattle-based craftspeople employed at their factory who would be adversely affected by the need to relocate. Conversely, were the light rail project to move forward with the IBB-1b alternative, employees of this one-of-a-kind business would benefit by having public transit options available to them, and Dusty Strings could continue as a Seattle-based manufacturer of harps in their current location. Thank you for your consideration Warmly, Lily Assistant Manager The Harp Connection Rowley MA	Lily Press

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Chris Tudor, CHA	Chris Tudor

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04/26/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Daniel Perelman anyone.eb@gmail.com	Daniel Perelman

	430 18th Ave E #102 Seattle, Washington 98112	

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	5228 15th Ave NE Seattle, Washington 98105	

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04/28/2022	All of the Sound Transit options for the Transit Hub in the draft Environmental Impact Statement will adversely affect and encroach into a City of Seattle designated Historic District, Chinatown/International district. This neighborhood is an important cultural asset to our city and region and must be preserved ans protected. Please consider other locations and options farther south away from the CID that do not impact this important historic landmark district. All the 5th Ave options are unacceptable and would devastate the CID. Although the 4th Ave options will seriously impact the CID, this would be preferable over the destructive 5th Ave proposals.	Christine Lambert

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Derek Herman 2801 NW 60th St Seattle, WA 98107	Derek Herman

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Loc Trinh hbxlucky@gmail.com	Loc Trinh

	2631A NW 56th St Seattle, Washington 98107	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Gregory Barnes gsbarnes@gmail.com	Gregory Barnes

	7016 39th Ave NE Seattle, Washington 98115	

04/28/2022	Hello, I hope the person reading this is well. I just wanted to send an email in regards to the new proposed light rail station that will go through the Chinatown District. As someone from the Seattle area and an Asian American, I understand how vital the small businesses in the Chinatown International District are to the community not just in the ID, but in Seattle. Tearing through years of Asian and Asian American culture and history would devastate marginalized communities and harmfully impact our communities. I am pleading with you to save the Chinatown International District by not going through with this route. Thank you. Jadenne Radoc Cabahug (she/her) [jay-dEEn] [rah-DOCK] [ka-ba-hug] Student at the University of Washington Seattle | B.A. in Communications: Journalism in the Public Interest. Double minor in International Studies and French. Factal Contractor | International Examiner Intern UW Daily Reporter | KUOW RadioActive Youth Media Peer Mentor (425) 394-9402 | jadenne.cabahug@gmail.com | jcabahug@uw.edu | jcabahug@kuow.org | jadenne.cabahug@factal.com My portfolio	Jadenne Cabahug

04/28/2022	Manager DEIS Comments, I am writing to echo the sentiments listed below by Seattle subway. In particular, I think the super deep system is a bad idea as it will make the light rail much harder to use and add tons of upkeep cost with maintaining an elevator. I also think it would be great to have an extension to Freemont! The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Ian Brobin

	Ian Brobin iabr1572@colorado.edu 1414 12th Ave Unit 605 Seattle, Washington 98122	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Anshum Gupta anshum@anshum.com	Anshum Gupta

	2807 NW 58th st Seattle, Washington 98107	
04/28/2022	Hello, I am writing to express my concerns for the plan for Sound Transit moving through Chinatown International District. As a current resident of CID, the 5th Ave S. shops and restaurants are a staple of the historic and present culture of CID and should be valued. Having transit run through this strip will limit the accessibility for community members to access these locations, and will prevent the CID from maintaining its historic charm and rich history. Our community is asking that you instead route new transit routes through 4th Ave. South. I am very eager to see transportation options grow for our community, but it is pertinent that they work FOR the community, not against its needs. Thank you for taking the needs of this community seriously. With gratitude, Isabella Kent	Isabella Kent

04/28/2022	Greetings to Transit Planners; I am 80 years old and can recall memories of playing in a building in the old Chinatown when it was located near the waterfront on 4th Ave. and Washington St. The city of Seattle and transit projects has steadily encroached upon the Chinatown in six major ways in my memory. The 2nd Avenue Access road cut through to gain quicker access from downtown to the Train Station. That road helped dismantle the old Chinatown neighborhood. Chinatown then moved and built in current blocks, now affected by the new transit plans. 2) King Dome - the stadium dismantled a swath of housing for the Asian elders and brought constant periodic traffic to the CID. With an additional stadium built, encroachment of traffic and pollution largely doubled. These two stadiums do not bring people to eat and shop in the Chinarown/International District (CID.) Instead, the CID is used as a parking lot! And folks who are not sports fans, but want to eat or shop in the CID will skip the trip because they cannot find parking. Some cultural and historic activities have been terminated because of the dearth of parking. 3) I-5 Freeway cut through the Eastern half of the CID, bringing heavy, never ending car fumes, pollution, and constantly affecting air quality to the residents and visitors in the CID. This harmful encroachment continues with endless heavy traffic, day and night. 4) A few years ago, a rail was installed down 8th Avenue S. from Jackson St. to Dearborn Ave. so busses could travel to the Bus Barn off Dearborn Ave. The rail and the traffic create safety and walking issues. There are Elder Housing units and Health Service clinics on both sides of that rail in the street. I walk with a walking stick and every time I cross that section of 8th Avenue, I have to step carefully, so I do not fall. Additionally, 8th Ave. became a one-way street going South. Access was affected to the CID, since that cut off one more street of entry from Dearborn St. into the CID. 5) A building on 12th Ave. and Weller St. was turned into Homeless housing, bringing traffic of people who were not associated and not interested in business and community in the CID. Safety issues became an increasing problem to the elders, community organizations, businesses and visitors wanting to eat and shop in the CID. 6) 12th Ave. and Jackson St. intersection is the North East corner of CID. Is there a busier intersection in Seattle? On all four corners of that intersection, is a Bus Stop. Day and night, busses inceccantly criss cross in all directions, bringing more pollution, gas fumes, safety and walking issues as an unending encroachment. So now, you are making plans on the North West corner of the CID. All CID encroachments are characterized by benefit to the mainstream at a heavy cost to those in the CID. ENOUGH! These encroachments would not happen to the Downtown District and destroy so many businesses. These encroachments would not happen to a white neighborhood! If you are going to step on us again, at least use a smaller footprint! So 4th AVENUE IT IS! The 5th Avenue choices would destroy so many CID businesses and the prolonged construction would create further obstacles to restaurants, shops, businesses, events, organizations and cultural preservation. I urgently ask that you choose a 4th AVENUE station design. Most sincerely, Bettie Luke 9241 36th Ave. S. Seattle, WA 98118 206-465-4600	Bettie Luke

04/28/2022	Thank you for the opportunity to comment on the Ballard - West Seattle Draft EIS as Sound Transit seeks community input on the proposed light rail line. I am a resident of downtown Seattle, residing in the 5th and Madison Condominium Tower located at 5th and Madison. Note that the intersection of 5th and Madison, the location of our condominium tower, is the nexus for extensive streel closure and adjacent to a proposed station at 4th and Madison (currently Bartell Drugs). I am a staunch proponent of light rail and have been a frequent user of the Link line from downtown Seattle to SeaTac and return. I offer the following general comments on the project as well as specific comments as to potential impacts on our residential condominium. General The need and design of the West Seattle - Ballard line has been predicated on the daily commute of a downtown workforce that most likely no longer exists as remote work has become an accepted and even promoted acceptable form of work. Do the ridership calculations and therefore project justification hold up in the new work environment? If there are major changes in ridership projections is a different approach more viable---such as rapid bus service from a SODO station to Westlake Center (THE Station common to the Northgate-SeaTac line, the Eastside Line, and a Ballard line). The various ST Link light rail projects have been significantly impacted by ongoing supply chain and escalating cost issues. Given this and the likelihood such issues will continue for an extended period of time is a deep or even shallow bore tunnel the best return on investment of taxpayer dollars? ST lists the 5th Ave tunnel as the preferred alternative to the 6th Ave tunnel. However, I note the 6th Ave tunnel is rough of order of magnitude similar in cost, much less disruptive to downtown traffic due to fewer and shorter closures involving main arterials, and a midtown station is much closer to the high population growth First Hill area where medical facility workers cannot work remotely as they are needed to staff the growing medical campuses. Additionally, planned construction and closures along 5th Ave will significantly adversely impact some the important Seattle attractions that remain crucial to reviving downtown---such as the 5th Ave Theater. Thus, I urge ST and the ST Board to more seriously consider the benefits of the 6th Ave routing. Specific The potential adverse impacts on the approximately 200 residents of the 5th and Madison condominium are significant. Ingress/Egress to Our Parking Garage Depending the depth of tunnel chosen the potential extended partial and or full street closures for both Madison Ave and 5th Ave if the preferred alternative is chosen limit our ability to access our parking garage. Additonal access questions are raised for utility vehicles such as sanitation and recycling pick up, work vendors, moving vans, and emergency responders. Construction Noise ST needs to consider the impact of construction noise on both the commercial and residential occupants in the area. The timeline of the Link light rail construction impact is years in length and subject to extended delays. The 5M community is already experiencing increased noise from the delays in completing the the Metro Madison Rapid Ride Line---the potential for extended delays with the Link light rail project is much higher as the project is more complex. Environmental ST is planning to have ventilation exhaust stacks directly above the preferred alternative station planned at 4th and Madison (the current Bartell's location). These ventilation stacks have the potential to both disrupt	Michael Kopp

	the current open plaza as well as vent polluted air into the environment immediately adjacent to a residential building. If the preferred alternative is chosen with the station located at 4th and Madison ST should be required to mitigate environmental air concerns with scrubbers as well as address any noise issues from the running of exhaust fans. Public Safety Crime in the greater downtown area is significantly increased from several years ago. The number of downtown residents living on the streets has also dramatically increased---with many more sidewalk tent encampments crowding downtown sidewalks. The areas surrounding the main King County Library, immediately adjacent to the proposed 4th and Madison station access point is an overnight sleeping destination for many downtown residents without alternative housing. All this points to the potential for more crime in the area of the proposed 4th and Madison station. ST along with the City of Seattle police and government need to plan for and be committed to not allowing this area to be a nexus of crime committed against Link users. Thank you again for the opportunity to comment. Michael Kopp 909 5th Avenue Seattle, WA 98164	

04/28/2022	Very nice. Tina Huston On Apr 28, 2022, at 10:51 AM, gina100@comcast.net wrote: ? To: Sound Transit and Sound Transit Board Opening Statement: Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction). Note: Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station. Concerns with Draft EIS Alternatives: The Draft EIS is focused on Construction Costs for its preferred alternatives versus Total Cost based on community impacts. The impacts of non-construction costs should be quantified in monetary terms and added to each of the options to represent a clear "Total Cost" (Construction Cost and Non Construction Cost Value). Light Rail is a long term investment! This evaluation should not be shortsighted and based on Construction Costs alone! Low cost does not translate to being the best alternative. The non-construction impact costs include, but are not limited, to the following: Impact to existing and/or adjoining residential neighborhood areas in terms housing demo. Elimination of livability for adjoining neighborhoods in terms of noise, view obstructions (guideway locations and guideway heights). Loss of existing and/or established housing and/or living units (condos/apts.). Loss of Rental Assisted Housing (RAH). Cost and Timeframe to replace housing eliminated by each alignment option especially RAH. Recommendations: Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations. Pursue alignment options that have lower level stations for ease of accessibility. Pursue alignment options that lessen the impact/livability to existing (including adjoining) residential/neighborhood areas by reducing infrastructure obstructions as much as possible. Pursue alignment options that do not substantially reduce the existing built housing inventory. The Tunnel alternatives in the draft EIS mitigate/reduce several of the negative impacts listed above. Conclusion: This is an opportunity to preserve and enhance West Seattle for the long term! Sound Transit and the Sound Transit Board should pursue alignment and station location options that mitigate/reduce negative impacts of light rail infrastructure to the community as a whole. The Tunnel options (WSJ-3a, WSJ-3b, WSJ-4 and WSJ-5) substantially reduce the negative impacts and should be pursued. Thank you for the opportunity to comment. Sincerely, Mike Campagnaro, Family living within 4700 Block of 38th Avenue SW. Also have received notice from Sound Transit that certain other owned properties may be potentially affected. 206-354-5235	Mike Campagnaro

04/28/2022	Very nice. Tina Huston On Apr 28, 2022, at 10:51 AM, gina100@comcast.net wrote: ? To: Sound Transit and Sound Transit Board Opening Statement: Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction). Note: Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station. Concerns with Draft EIS Alternatives: The Draft EIS is focused on Construction Costs for its preferred alternatives versus Total Cost based on community impacts. The impacts of non-construction costs should be quantified in monetary terms and added to each of the options to represent a clear "Total Cost" (Construction Cost and Non Construction Cost Value). Light Rail is a long term investment! This evaluation should not be shortsighted and based on Construction Costs alone! Low cost does not translate to being the best alternative. The non-construction impact costs include, but are not limited, to the following: Impact to existing and/or adjoining residential neighborhood areas in terms housing demo. Elimination of livability for adjoining neighborhoods in terms of noise, view obstructions (guideway locations and guideway heights). Loss of existing and/or established housing and/or living units (condos/apts.). Loss of Rental Assisted Housing (RAH). Cost and Timeframe to replace housing eliminated by each alignment option especially RAH. Recommendations: Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations. Pursue alignment options that have lower level stations for ease of accessibility. Pursue alignment options that lessen the impact/livability to existing (including adjoining) residential/neighborhood areas by reducing infrastructure obstructions as much as possible. Pursue alignment options that do not substantially reduce the existing built housing inventory. The Tunnel alternatives in the draft EIS mitigate/reduce several of the negative impacts listed above. Conclusion: This is an opportunity to preserve and enhance West Seattle for the long term! Sound Transit and the Sound Transit Board should pursue alignment and station location options that mitigate/reduce negative impacts of light rail infrastructure to the community as a whole. The Tunnel options (WSJ-3a, WSJ-3b, WSJ-4 and WSJ-5) substantially reduce the negative impacts and should be pursued. Thank you for the opportunity to comment. Sincerely, Mike Campagnaro, Family living within 4700 Block of 38th Avenue SW. Also have received notice from Sound Transit that certain other owned properties may be potentially affected. 206-354-5235	Tina Huston

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Jasmeet Singh	Jasmeet Singh

04/28/2022	To Whom It May Concern I am writing to advocate for choosing one of the 4th Avenue alternatives for the C-ID lightrail station linking West Seattle to Ballard (4th Avenue Alternatives CID-1a and 1b). All of the options will impact the C-ID district deeply. However, while the 4th avenue alternatives will impact traffic and transportation in Seattle during the construction timeframe, I am much more worried about the long-term impact to businesses that would occur with the 5th Avenue alternatives. Chinatown-ID is a neighborhood that is close to my heart since moving to Seattle. C-ID is the community I spend the most time outside of my home community. I visit grocery shops every weekend and frequently visit the restaurants and shops. Since moving I have seen the amount of people dwindling from a variety of factors like COVID, safety, homelessness, violence, etc. I fear that the 5th ave options will only make this worse. There is no doubt that the 5th av options will displace businesses, employees and customers as it would require multiple street closures and eliminate the already few parking options. The sound from the construction would be torture to the residents and further prevent people from wanting to visit. This would be a huge negative economic impact that spans years. I also worry about permanent noise and vibration impacts due to the passing of the light rail directly through the neighborhood. Thank you for your time and consideration. Best, Dustin	Dustin Lee

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Thomas K. Rudolph PE	Thomas Rudolph

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. James Wu jameswu@hey.com	James Wu

	905 Dexter Ave North L445 Seattle, Washington 98109	
04/28/2022	Hello, I know discussion is happening around where the CID lightrail will be going. 5th Ave St houses and employs so many Asian Americans that gives richness to what makes the Chinese International District special. It would be much preferred if the lightrail station was instead moved to 4th Ave where it will cause much less displacement and disruption. Thank you for your time, Chanelle Geveshausen	Chanelle Geveshausen

04/28/2022	Dear Council members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving the bladesmithing community, that truly is a one of a kind establishment. I'm writing to personally ask for your help to support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. I am a customer that holds this business in high regard. It is difficult to start any business but it is especially challenging to do what they have done in such a niche market. My heart goes out to them in having to potentially take on additional challenges that may occur if they were forced to move. This isn't a big corporate backed business... it's like an extension of the mom & pop shop for the international community. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, David Kim BladeGallery Inc Customer: 31915 Rancho California Rd #200-232 Temecula, CA 92591 urbstone@gmail.com 808-294-2545	David Kim

04/28/2022	re-sending, meant to send from my personal email: Overview: Integrity & Trust ST has shown a cavalier disregard for the legitimate benefits of gondola versus light rail in West Seattle, including eschewing an open-minded review by experts qualified to speak to gondola technical feasibility, obfuscating facts in the DEIS, and failing to acknowledge contemporary advances in transit modes highlighting gondolas as an area of extreme opportunity, especially for highly dense, hilly areas with commercial waterways such as many places in the Seattle metropolitan area and such as a growing number of communities are considering world-wide. A reasonable, transparent staff would take a solid, due-diligence look at gondola, and nearly guaranteed would see that this better serves the WS peninsula in virtually EVERY way; preserves our precious real estate and habitats; vastly reduces our carbon footprint; delivers a DECADE earlier; and frees up $2B to serve other urgent transit needs especially in under-served communities. WHY would ST not opt for a superior solution that lays groundwork to serve expanded communities? Real Estate costs LR (light rail) downplays devastation on 1000-2000+ residents & business demolitions and lack of local relocation ability (4.2.1.3, 4.2.1.7/8), wildlife (including protected heron & osprey populations and other wetland, bird and salmon habitats) and green spaces, ALL nearly entirely mitigated by aerial gondola system. Homes/businesses will not easily/feasibly re-locate nearby ('within the project vicinity) due to Relocation will likely impact their credit scores/business forecast, reduce borrowing Property value estimates will likely be far below actual market prices in our historically hot real estate market Virtually no real estate inventory for nearby relocation Relocation outside the immediate area puts MORE transportation burden on the beleaguered WS community Those remaining in the area will have a massive up to 150' rail guide carting travelers across their City/Sound views with resulting privacy loss; gondola has mist-able windows for privacy taking up a tiny fraction of the visual landscape, with a fraction of the noise pollution both in construction and operation (4.2.11, 4.2.4.3, 4.2.5.3.3) Though hard to decipher from ST's vague notices, many beloved businesses likely to be demolished – Trader Joes, beautiful 'new' YMCA building, Skylark Café, Tom's Auto, to name a scant few. Others, such as very new apartment buildings, would be razed at significant replacement cost. NONE of this is necessary with a gondola system. Environmental Impact, (1.2.2.6) Appendix L4.6 carbon footprint estimates are extremely under-stated as they omit sizable construction and rebuilding of displaced structures. SkyLink would provide reliable, grade separate public transit some TEN YEARS earlier than LR for a fraction of carbon footprint strongly aiding 30% reduction by 2035 goal. Removing trees, physical disturbance of construction and soil on the Pigeon Point hill will increase instability and likelihood of landslides compared to vastly lighter weight gondola system (4.2.9, 4.2.11, 4.2.17) Likewise, soil impacts with the high-impact LR construction (4.2.11) have major risk of shifting in general and in an earthquake; Lighter weight gondola is safer in virtually all contexts including floods, ice/snow. Equity ST ignores high-capacity transit needs in lower income/BIPOC areas (eg South Park, Westwood, White Center). LR along Duwamish paired with gondola to WS hilly, dense areas (Alaska Jcn, Avaln, N. Delridge) could be done for same price as LR into those WS areas with vastly improved transit services Transit Mode review: Chapter 2 ignores compelling options Since 2014 feeder lines are considered connecting areas to LR spine via gondola such as Kirkland's current review. Chapter 2.8.2.1.1: costs have skyrocketed 2-3x from earlier estimates, triggering vote-free realignment consideration (Section 2) Does not address extending the travel burden added to years of no usable high bridge (4.2.4.4) Does not compare station footprints such as in the Alaska Junction to a fraction of the space needed for gondola station (4.2.5.4) Traveler experience (3.4.3.3.1) inaccurate depiction; per gondola experts, fewer stories to traverse at stations. PLEASE LISTEN AND ACT for the best interested of the West Seattle Peninsula. Terese Machmiller Cell 206.890.2277	Terese Machmiller

04/28/2022	Manager DEIS Comments, First of all, I'm a huge supporter of Sound Transit. Your work has dramatically increased my quality of life by allowing me to bypass traffic and easily travel around the region. In that spirit, I urge ST to reconsider the Ballard station at 20th. This station will serve generations to come, and now that the elevated crossing is going to be more expensive than expected, it makes sense to reconsider the most desirable location again. It actually serves Ballard (instead of the edge of Ballard, separated by the barrier of 15th). Also, I think there is a real thirst for public transport, especially now that Seattle sees how transformative it can be in connecting neighborhoods. I think a Seattle-based levy for Seattle-based stations would likely be passed by the voters. Thank you for your review of these comments. Rebeckah Johnson beckjohnson@gmail.com 8523 16th Ave NW Seattle, Washington 98117	Rebeckah Johnson
04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Manmeet	Manmeet Dhami

04/28/2022	Please consider my comments for the West Seattle and Ballard Link DEIS as follows: A. General Comments As a recent resident of the Cascade neighborhood, the alignment for the South Lake Union station is disappointing to me. As one of the densest residential neighborhoods within the city, it seems that the residents here are being treated as an afterthought with station alignments as far west as SR99. Placing the stations this far west removes a huge residential population from the 10-minute station walk shed, and unless King County Metro opens a east-west transit route along the Mercer Street corridor, keeps the Cascade and Eastlake population segregated from reasonable light rail connection. I urge Sound Transit to consider station alignments closer to the intersection of Westlake and Mercer to have more reasonable transit connections for the residents of the Cascade neighborhood. I believe doing so would increase ridership and help the Puget Sound region to achieve its climate goals by getting more single-occupancy vehicles off of the road in an already transit-starved area. 2. I would also like to address station transfers downtown. Current alignments have extremely deep stations that create long transfer and/or surface-to-platform times. I believe that this is the wrong move, and that Sound Transit should reconsider its deep-bore stations to create the best experience for riders. Furthermore, station access should be designed with pedestrians and cyclists in mind first, as well as connections to existing transit in station areas. 3. Additionally, I would ask that Sound Transit design the system with future expansion in mind. I would like to see terminal stations along the lines designed in such a way that should future light rail projects be approved by voters, work can easily begin to connect and expand existing lines. Ballard station should be able to accommodate a northern expansion to Greenwood, or east to Wallingford, and beyond. This would save the agency time, money, and effort during future system expansion design. B. Detailed Comments West Seattle Link a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. 2. Ballard Link a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. d. Denny - DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1]. h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. i. Ballard: Continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment. Thank you, Jeff Meyer	Jeff Meyer

04/28/2022	To Sound Transit Board Members and Seattle City Council Members, Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Avenue construction. Sound Transit, take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! Sincerely, Noryany Mabanta	Noryany Mabanta
04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 already disenfranchised neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. Sincerely Ed Lozano	Edward Lozano
04/27/2022	To Sound Transit Board Members and Seattle City Councilmembers: My name is Jessie, and I'm a graduate student at the University of Washington. I'm also a Seattle resident and a frequent patron of the Chinatown-International District businesses and community events. I've been hearing about the impacts of potentially building the Link light rail as part of the West Seattle and Ballard Link Extensions?(WSBLE) project on the 5th Ave S in the CID. I cannot imagine witnessing the closure of King Street, S. Weller, and 5th Ave for several years, as this will restrict my ability to access small businesses and community events like the annual night market in the CID. As I understand it, the 5th Ave S option would also result in the loss of three blocks and fundamentally alter the historical nature of the CID in the National Register of Historical Places. As a second generation Chinese American, I value the history of immigrants and refugees in the United States. Preserving history (and thus, memory) is important for future generations to come to terms with their identity and place in the world. I understand that Chinatown-International District is not just a neighborhood full of businesses; it's also home to many elders and families, whose first language is often not English. It's a community where aunties and uncles come together to play a game or watch people play ping-pong in good weather. The air pollution and construction noises will endanger the lively character of the neighborhood — one that historically comprises Asian and Pacific Islander immigrants and their descendants — for the next few years. I oppose the 5th Ave S option; please consider taking it off the table. Instead, I support the 4th Ave S option as the preferred alternative if we must construct the Link and preserve the vibrant way of life of the historical Chinatown-International District. I would love to keep this a viable space for future generations to live, play, work, and visit. Thank you for your time and consideration. Thanks, Jessie Zhang	Jessie Zhang

04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 already disenfranchised neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. Sincerely, Andi Kang	Andrea Kang
04/28/2022	As it is, small business owners are facing a lot of struggles just to make ends meet. Please listen to the community and do what is right to not only support these businesses but help them grow. The last few years have been tough for so many, tougher minority business owners such as in China Town. The 5th Avenue option is definitely going to have a negative impact. Please uplift the vibrant historic neighborhood, do not dismantle it! Thank you!	Fanna Kebede
04/27/2022	Hello, My name is Abigail, I'm a University of Washington student. I represent the opinion of countless peers when I deliver this. Please choose construction on 4th Avenue rather than 5th, for the sake of the city and it's residents. The point of these public projects would be in dissonance with building on fifth. Choosing to build on 5th would be a betrayal of local resident's trust and support. Building on 5th would cause severe disruptions to: International District businesses that have already battered by {the pandemic, anti-Asian hate crimes, and criminal activity}; thousands of k-12 youths in schools, daycares, community centers; 1,000+ elderly residents endangered by street closures as well as detours slowing access and exit by emergency vehicles. If the city chooses to build on 5th Avenue in the CID, you will be responsible for displacing dozens of families, eliminating hundreds of jobs, and otherwise aggressively detrimentally impacting local residents in an irreversible, horribly life-altering way. Public transportation is so important for strengthening this city's communities, but making the wrong choice on this project will harm communities in a debilitating way. Think of the residents of Seattle and choose to build on 4th avenue instead of 5th. In the words of other intelligent, highly valued, and well-informed locals: full closure of King Street; direct demolition/construction noise; air pollution; gas, water, electrical shut offs; historic properties leaving a community of color; displacement of up to 30 businesses on 5th Avenue and King streets would shatter community social life and economic livelihoods, already hammered by over two years of COVID-19, rising criminal activity and spikes in anti-Asian hate crimes. Construct on 4th Avenue rather than 5th. Thank you very much, -Abigail and other passionate UW students	Abigail Larson
04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 already disenfranchised neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. Sincerely, Jian Chen	Jian Chen
04/27/2022	Move Forward on 4th Ave Tunnel Station to avoid 5th Ave impacts Stop Asian Hate! With appreciation, Billy Dang	Billy Dang

04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 already disenfranchised neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. Sincerely, Adam Kang	Adam Kang
04/28/2022	I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle) and you should be also. This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Erik Christensen, DVM 8810 NE 185th st. Bothell, WA 98011 erik.c.bar @gmail.com	Erik Christensen

04/27/2022	errata: meant east-west in Ballard sentence. thanks On Wed, Apr 27, 2022 at 11:18 AM Jack Whisner jackewhisner@gmail.com wrote: Sound Transit, Please consider the following comments. This is my third note. I may color outside the lines in this one. Overall, please strive to consider the overall network travel times, even though the ridership model may not be sensitive enough to forecast different ridership. We should know that minutes matter. In the EIS options, it seemed too little weight was given to the following: the access time of Link passengers as they transfer to and from buses and between the two lines; the deviation times of bus routes that may travel past Link stations onto other markets. These factors could lead the final design to perhaps spend more in up front capital but attract more ridership over the decades. My earlier note included the concept of stations providing a grade separated crossing of busy arterals (e.g., 35th Avenue SW, Delridge Way SW, Elliott Avenue West, West Dravus Street, and NW Market Street. Please make good network choices. For the access time rationale above and for construction costs, shallow alignments may be better than deep ones. So, even though it does concern the neighborhood activists, please consider a shallow ID station under 5th Avenue South. I expect ST, Seattle, and Metro could mitigate its construction impacts. The long term benefits of improved access and transfers would be well worthwhile. The 4th Avenue South alignment would not attract many riders from the BNSFRR right of way and the viaduct is old and flawed. In Ballard, please reopen study of a more westernly alignment that serves the heart of the business district and considers a tunnel. The stations should serve pedestrian centers. ST made a great choice in Roosevelt. I read of a concept that includes a east-west tail track for a station in downtown Ballard. If the very costly second Link tunnel in downtown Seattle is not done well, should it be done at all? ST3 was approved by the voters; the voters want better transit. (Sound Move was changed significantly in response to fiscal constraints). As ST works to perfect its ST3 project, could Link headway and waits in the DSTT be much shorter? Suppose both the East and South lines are limited to six (or five) minute headway. During the pre-WSBLE period, could a third line be run from the South Forest Street base? SDOT and Metro could provide transit priority and very short headway service in the West Seattle market that now has the South Lander Street overcrossing. Thank you for considering these comments. Jack Whisner 8325 11th Avenue NW, 98117 PCO 36-2168	Jack Whisner

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Robin Leibbrand Home address:13112 trail driver street,Austin tx 78737 Email:pigmy52@aol.com Phone:512 466-8696	Robin Leibbrand

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. David Alvarez davialejandroal@gmail.com	David Alvarez

	718 a north 95th street Seattle, WA, Washington 98103	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city but also lives in the city. You would be destroying one of the few last remaining buildings that is still family-owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off-ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off-ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family-owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority-owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East-West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Jenny Koenig	Jenny Koenig

04/28/2022	Following are some points I believe strongly support Sound Transit taking far more seriously a gondola system versus light rail for connecting West Seattle to the SODO light rail spine. Transparency and Truthfulness a) Sound Transit is obstructing fair, full and truthful discussion among the public on the gondola option, instead opting to bulldoze the way forward with their original proposal, which no longer makes the best sense for the best interest of the West Seattle peninsula. They have done the least amount of effort possible to make it seem they have given the gondola system a fair review, when the opposite is true. Sound Transit owes it to West Seattle residents, workers and business owners to hire a reputable firm with legitimate expertise in traffic solutions that include gondola systems. If the feasibility comes in as outlined on the West Seattle SkyLink chart comparing gondola to light rail for West Seattle, Sound Transit would be remiss in their duty to not move to that option. 2) Environment: a) Light rail's tree removal, physical disturbance of construction and soil on the steeply hilly terrain will decrease stability, raising risks of landslides. Not a concern with the gondola system (4.2.9, 4.2.11, 4.2.17) b) This will also increase risks of damage to properties, rail riders and travelers from flooding, ice and snow. (4.2.11) c) Gondola would serve more reliably, safely, independently from competing traffic, and ten years earlier a fraction of every measurable cost. d) Gondola carbon neutral footprint will materially aid the City's goal of reducing carbon footprint by 30% by 2035. e) Sound Transit ignores the impact on wildlife (heron, osprey, other wetland bird and sea life habitats) and green spaces. The gondola will have minimal to no such impact. 3) Comparing light rail to gondola: a) Sound Transit misguides readers: In fact, the gondola is being recommended for local, not regional connections, such as what Kirkland is seriously considering. b) Sound Transit is exceedingly vague on 1000-2000 people losing their home, business or job. The Gondola has zero such cost, from every angle this is huge: human stress and suffering in lost space, more upheaval in unnecessary extra construction, more stuck traffic. (4.2.1.3, 4.2.1.7/8) c) Sound Transit ignores major costs such as light stations taking two half blocks versus one quarter block for gondola – and the latter can be constructed among existing infrastructure – a critical factor in dense spots such as the Alaska Junction. (4.2.5.4) d) Sound Transit misleads the public by saying a new vote would be required: with light rail cost estimates now spiked up by 200-300%, realignment has been triggered (Section 2). No voter input required. e) Sound Transit inaccurately describes light rail as easier for travelers. In fact, the gondola would have fewer stories at loading stations. (3.4.3.3.1) f) Sound Transit ignores the increased traffic nightmares West Seattle travelers will suffer for many extra years, nor acknowledges that a gondola would represent a vastly less degree of traffic impacts in both construction and operation, and be ready ten years earlier. (4.2.4.4) 4) Real Estate costs a) Sound Transit falsely suggests that displaced victims will be able to re-locate 'within the project vicinity' – their businesses will take a severe hit in the disruption and relocation which will affect their customer service and credit attractiveness; they won't be reimbursed at what value the live market would escalate to; and there's a historically low real estate inventory now and for the foreseeable future. b) Sound Transit is pitching a rail guide up to 15 stories which will be a massive view-stealer all over the city; will be significantly noisier in its operation, and steal privacy from remaining dwellers. These costs will greatly impact property values, especially in West Seattle, all vastly minimized with the gondola which has misting privacy glass, a fraction of the mass and noise to build and operate. (4.2.11, 4.2.4.3, 4.2.5.3.3)	Wayne Machmiller

c) Sound Transit has made it very hard for the public to understand who will be displaced, by vaguely posing several potential options, and listing addresses instead of business names. If the likely property victims were to spend precious hours weeding through the fine print to learn their status, and would then lobby for public support, the outcry would be much greater sooner than later. All a non-issue with the gondola system.

5) Maximizing Services

a) If Sound Transit cared for the best travel mode for the most people, the gondola system would free up $2 billion to apply towards other high-need areas, such as White Center, Westwood Village, Highland Park, South Seattle College, Georgetown.

Wayne Machmiller, 35 year resident of West Seattle, Director of Construction Services, Transforming Age

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kinsley Ogunmola koogunmo@gmail.com	Kinsley Ogunmola

	1 ward st. Unit 11 Seattle, Washington 98109	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Nate Eklund nateeklund@gmail.com	Nate Eklund

	4756 4th Ave NE Seattle, Washington 98105	

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	13012 31st Ave NE Seattle, Washington 98125	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Deepak Gautam	Deepak Gautam

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, Jenifer Lambert BladeGallery Inc Customer: Home address: 12216 Scenic Drive, Edmonds, WA 98026 Email: jenifer@terrasvc.com Phone: 206-715-2831	Jenifer Lambert

04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Suzanne Grant 2723 4th Ave W Seattle WA 98119	Suzanne Grant
04/28/2022	To Sound Transit Board Members and Seattle City Council Members, The CID has already been through enough, both historically and during the current pandemic. Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Avenue construction. Sound Transit, take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! Sincerely, Catherine Karlak	Catherine Karlak

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Federico Gonzalez flgonzalez24@outlook.com	Frederico Gonzalez

	2015 208 pl sw Lynnwood, Washington 98036	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kelly Brown kellynbrown317@gmail.com	Kelly Brown

	13061 15th Ave NE Seattle, Washington 98125	

04/28/2022	hank you for the opportunity to comment on the West Seattle Ballard Link Extension Draft Environmental Impact Statement. This comment includes three parts: DEIS Process and Document Comments, General Design Comments, and Specific Station Comments, followed by a summary conclusion. DEIS Process and Document Comments: The point of an EIS is for an agency to pause and show its work. WAC 197-11-400 (4) states "The EIS process enables government agencies and interested citizens to review and comment on proposed government actions, including government approval of private projects and their environmental effects. This process is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement. An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions." The code mentions that an EIS is not performative, it should be concise and clear. "The volume of an EIS does not bear on its adequacy. Larger documents may even hinder the decision making process." The WSBLE DEIS is comprised of 2,300 pages. Electronically, that's 300MB spread across 21 files. There's not just an executive summary, but also a summary of that as Front Matter and fact sheet. I am an advocate for Ballard and writer for The Urbanist. For the last four months, I've been working to get people to respond to this document. My first comment is: it should not have been this hard. Re-release the WSBLE Draft EIS with clear, concise images and descriptions that fulfill the intent of SEPA and show Sound Transit's work to develop these alternatives. Sound Transit did a lot of work to put the details in front of folks, including meetings and broadcasts. But the outreach paled in comparison to the heft of the document itself. The document was unclear on three very important points: Light Rail extensions to West Seattle and Ballard are two separate projects. Completion of the extensions will result in a significant realignment of the existing Link line, essentially "breaking the backbone" of the system and sending Ballard to Tacoma and West Seattle to Everett via downtown. This document will be amended and supplemented as designs are refined. Such important information is lost in the 2,300 pages. Without those top-line descriptions, it is very difficult to understand why the new downtown tunnel has to start so deep and chase topography up the hill. It's difficult to parse out the weird diagrams of splicing lines together with existing lines. And it's hard to care when it feels like impossible to navigate stations in the center of the earth are a fait accompli. When someone asked "what will a Ballard station look like?" I could not direct them to a single website or page specifying options for each station. I had to direct them to download one of those 21 documents, turn to page whatever, and start reading. This is not accessible. The page with those 21 separate documents was very thin on the information inside each one. And there was nothing that gave a clear, concise description of the whole project, or to be truthful, pair of projects. Sound Transit has not helped itself with access to information and responses to questions about these topics. Through The Urbanist and Seattle Subway, advocates have requested clarification on the DEIS. Specific requests were made to clarify how Sound Transit determined the new routes had to go under the existing routes, what was used to determine transfer times between stations, and what factors brought tunnels to cost parity with bridges. We were met with incomplete or non-existent answers. And we were trying to help get people to comment, which is kind of a slap in the face. The overall result is a draft EIS that doesn't fulfill the letter, spirit, or stated intent of SEPA, as stated in WAC 197-11-400. The WSBLE draft EIS obscures instead of clarifies, blocks instead of reveals, and fails to provide the most basic information to the public. General Design Comments: I want to echo The Urbanist and Seattle Subway in the design principles that should be guiding Sound Transit's work on developing the West Seattle Ballard Link Extension. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station.	Ray Dubicki

Build the system to maximize ridership. Design a good rider experience and ridership will follow. The most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby.
Design the system to be easy to expand. Ideally, ST3 is not the end. Planning with expandability in mind could save billions of dollars and numerous headaches down the road.
Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development (TOD) program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail.
Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes.
Don't shy away from big investments where there is a high return. We are most concerned building this correctly. Without completely dismissing costs, it is very possible to build a strong system with generational impacts. Controlling costs, not avoiding them, is key to avoiding delays to these much-needed transit lines.

Specific Station comments:

My work has been on areas around stations in the north end of the Ballard extension, so I will focus my comments on those. As a resident of Ballard, I firmly believe that light rail in this area will be transformative, particularly if it is completed correctly and soon. As an advocate for smart, forward-looking development in this neighborhood, I firmly endorse a bold vision for extending light rail to Northwest Seattle. That should include keeping the trains as a visible, integrated part of the neighborhood.

Most importantly, these three stations cannot become terminus stations. They cannot be sited or developed in a way that allows drivers to come in from a wide area, park, and get on the train to downtown. An example of such stations are the Branch Avenue, Suitland, Naylor Road, and Southern Avenue stations on the Washington DC Green Line. While those stations have some employment around them, they are often packed with people coming in from the suburbs to park and ride into downtown. Though Branch Avenue is the technical terminus, overflow parkers would cascade to the next stations if the Branch lots were full.

Since 15th Avenue is currently a commuter corridor towards downtown, poor design of Ballard, Interbay, and Smith Cove would put these stations at similar risk. Refinements in the station design must look to limit automobile parking, connect the stations with the neighborhoods instead of the streets, and make the bus transfers seamless without rolling walls of idling buses.

Ballard: Elevated 15th Avenue Station [IBB-3]. Combined with a high bridge, an elevated Ballard station at 15th Avenue will stitch together Ballard and the nascent neighborhood forming around Gilman Park, provide future expandability north to Crown Hill and beyond, and create a new landmark for the city. While the core of Ballard is ostensibly Market Street and Ballard Avenue, the core of housing is moving eastward as hundreds of new apartments are developing between 8th and 15th Avenues. This station must plan for the future. Additionally, the Ballard Brewery district and industrial employers are all located east of 15th Avenue.

Tunnel options limit the ability to continue the line north. As seen in the neighborhood's other bridges and the Locks, Ballard is not afraid of visible infrastructure. So there is no need to hide a bridge. Design refinements for IBB-3 should make the station and bridge beautiful. And coordinate the new bridge with the replacement of the Ballard Bridge. 14th Avenue is not terrible, but limits the options on connecting both sides of 15th Avenue.

Interbay: 15th Avenue Elevated Station [IBB-3]. 15th Avenue is a dangerous, oppressive scar through Interbay and Northwest Seattle. Partially lidding that scar with transit would provide an opportunity to stitch the now divided neighborhood back together. This includes accessing the station from both east and west side of the highway. The location maximizes then number of existing and potential residents in the station's walk circle. Refinements to the IBB-3 station design must concentrate on improvements to the Dravus Street bridge pedestrian experience, and describing the east station entrance in a way that explains why it is at the top of a tower.

An argument can be made that this would be the least convenient station location for Magnolia. However, the other options don't improve access to Magnolia because residents still would use Dravus to cross the

BNSF rail yard, then turn north on 17th Avenue to enter the station. This is almost the same distance as it takes for a Magnolia resident to access a 15th Avenue station.

Smith Cove: Preferred Galer Street Station [SIB-1]. The Smith Cove station would operate best on the west side of 15th Avenue, south of the Magnolia Bridge. This will access the Expedia Campus, as well as offices along that area. Additionally, future development at the Armory site will have good access to the station albeit not perfect. Alternatives east of 15th Ave would take out all development on that side, and limit utility by squeezing the station between the busy, dangerous highway and protected greenspace. Refining the SIB-1 station design should emphasize connections to the areas north of the Magnolia Bridge and avoid

There are noises being made by Sound Transit about combining the two Interbay stations. This would be a destructive error. A combined Interbay station ignores the hard divisions that separate the neighborhood in two. It is not a straight corridor because the golf course, rail yard, and topography squeeze the area into two separate clusters. Picking the south cluster sacrifices all of the riders not just from Dravus, but also from west Queen Anne. Ignoring such divisions would make the combined station an inaccessible terminus station. Instead of integrating stations with the clusters of homes and businesses, a combined station would draw drivers to park. It would consolidate all buses currently planned to be divided among two station, wasting space for idling.

While there's potential that the a combined station could anchor development at the Armory, it would underserve existing development at Dravus and Expedia. Also it will pressure a certain style of dense development at the Armory which we do not know if the site (a liquefaction zone next to a rail yard) can support. If anything goes wrong, at the Armory, a combined station is worthless. A consolidated station has to get everything correct, both in and around the station. A failure of the station (or its escalators) has no escape valve because the next one is on the other side of the ship canal or up the hill at Seattle Center. We need two stations in the Interbay corridor.

Downtown Stations: Share the alternatives that were eliminated before the deep tunnel station options were developed. While it appears that there are several options for the downtown stations, most of them rely on a single concept for detaching the Tacoma line and shifting it to connect with Ballard. All of that dives underneath the existing downtown tunnel. Please help us understand why this cannot be improved. Sound Transit has very smart engineers on staff, and we trust they can think creatively. Please show that work so we can understand why the downtown tunnels must be so oppressively deep.

Conclusion

In summary, please amend the WSBLE Draft Environmental Impact Statement to address the following issues:

Re-release the WSBLE Draft EIS with clear, concise images and descriptions that fulfill the intent of SEPA and show Sound Transit's work to develop these alternatives.
Share the station and alignment alternatives that were eliminated before the deep tunnel station options were developed.

And please move forward with approving the following station alignment alternatives, with the comments for refinement as recommended above.

Ballard: Elevated 15th Avenue Station [IBB-3].
Interbay: 15th Avenue Elevated Station [IBB-3].
Smith Cove: Preferred Galer Street Station [SIB-1].

Thank you again for the opportunity to comment.

Ray Dubicki
Ballard

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Patrick Giloi Home address: 107 Cherry St APT 1006 Seattle WA 98104 Email: pgiloi@hotmail.com Phone: 4254401844	Patrick Giloi

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kenneth Kuhn kuhn.m.kenneth@gmail.com	Kenneth Kuhn

	1408 NW 64th St. APT C Seattle, Washington 98107	

04/28/2022	Manager DEIS Comments, My comments on the Ballard-West Seattle Link Draft Environmental Impact Statement. Slow down the EIS and consider more rider-friendly, pedestrian-friendly, and lower-cost alternatives. When we voted for ST3 there was no inkling that the downtown stations would 100 feet deep or more, require several minutes to transfer between trains, or that Ballard Station might be east of 15th Ave NW, or that the system would cost so much. This requires a rethink and a wider range of solutions. The hallmark of a good metro network is short train-to-train transfers so that riders can access the entire network easily, but the alternatives in the DEIS are the opposite, making it an ordeal to transfer and ride one or two stations more, or from the Eastside to the airport. Don't choose an alignment that fails at its primary purposes. If the downtown stations can't be moved closer to the existing platforms and to the surface, and if they will cost so much more to build than expected, then it's time to consider alternatives to the second tunnel. Several come to mind: (A) improve the existing tunnel to increase frequency from 3 minutes to 1.5 minutes. (B) interline Ballard/SLU into the existing tunnel. (C) terminate Ballard/SLU at Westalke until a better downtown solution can be found. (D) build an inexpensive cut-and-cover tunnel under 5th Avenue or elsewhere. (D) swing downtown segment further east to transfer at Capitol Hill instead of Westlake and serve First Hill (E) consider BRT alternatives for West Seattle and Ballard. Improving the existing tunnel is feasible; Sound Transit considered it in the run-up to ST3. Without the large cost of the second tunnel, there would be plenty of money to improve the first tunnel and service to West Seattle and Ballard. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Take another look at a 20th Ave NW station in Ballard. That has the best walkshed for the urban village, which is centered between 17th and 22nd. The representative alignment at 15th is already at the eastern edge of the village and a significant walk to most of the busineses and apartments. 14th would be unprecedentedly worse, and the east side of 14th even worse than that. There's a saying now: "14th doesn't serve Ballard the same way International District/Chinatown Station doesn't serve Westlake." They're both the same distance, yet Westlake has its own station and there are two more stations between it and International District/Chinatown. Yet people are supposed to walk that distance from Ballard station to Ballard proper? On paper it sounds like 14th or 15th is close to 17th or 20th, but the distance between 14th and 15th is unusually wide, more like three blocks instead of one. For West Seattle, BRT was always a better idea. West Seattle's steep hills make it difficult to get from one part of it to another, so travel tends to be in isolated north-south corridors. The Link plan would connect three of those to downtown (California Ave SW, 35th Ave SW, and Delridge Ave SW). But only a tiny part of those areas are within walking distance of Link, and only one of them has an urban village at the station. Most West Seattle residents will have to transfer from a north-south bus to Link, and both segments of the transfer are rather short. It would be better to have BRT fanning from the Westlake Bridge to all of those corridors both north and south. Consider putting Link on Fauntleroy Way SW in West Seattle. That would cost less than the current alternatives, minimize property takings, and maximize the number of destinations within walking distance. Fauntleroy is a wide arterial through the middle of Link's coverage area, and the destinations are either right on it or a block or two away. Establish a riders' review board alongside the stakeholders review board and the electeds review board. Riders' concerns aren't getting enough consideration.	Mike Orr

	In SLU: Reject both presented options, study an alignment on Westlake Ave N or similar, oriented north-south in the village. That would better serve the many highrises and pedestrian destinations throughout SLU. It would be less expensive than tunneling around the Highway 99 tunnel entrance. The Harrison station location on Aurora Ave N is not as useful as it seems. People traveling on the RapidRide E bus line would likely stay on the bus one more mile to get downtown, and that bus segment is reasonably fast. Likewise, people coming from the south end to Aurora can transfer to the E just as easily downtown as at Harrison. It would be better to serve the thousands of pedestrians in SLU than a few hundred RapidRide E riders who probably won't transfer there anyway. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. Look at train-to-train transfers in SODO. That could be an attractive alternative to avoid the deep stations and long transfer distance downtown. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Mike Orr sluggoster@gmail.com 1618 Bellevue Ave #302 Seattle, Washington 98122	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ben Ritter benritter88@gmail.com	Ben Ritter

	1124 16th Ave Seattle, Washington 98122	

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	6734 Division Ave NW Seattle, Washington 98117	

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	2529 NE 134TH st Seattle, Washington 98125	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. (6) Plan to extend the Ballard line towards Greenwood, Lake City, and Kenmore. Thank you for your review of these comments. Alessandro Bitto	Alessandro Bitto

	alessandro.bitto@gmail.com 3510 NE 137th Street Seattle, Washington 98125	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Christian Roach roach.christian@gmail.com	Christian Roach

	2037 Franklin Ave E, Apt 401 Seattle, Washington 98102	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Chloe Williams cocowilliams.cw@gmail.com	Chloe Williams

	1301 1st ave Seattle, Washington 98101	
04/28/2022	I visit Seattle frequently for work (I work at Amazon). I'm concerned about this plan disrupting the livelihoods and character of the international district. After a decade of living in NYC I know how much value having these districts brings to the character of a city and makes it worth visiting. From what I understand, this would be devastating for local mom and pop shops - after two years of a pandemic making it incredibly hard for businesses that make neighborhoods like this worth visiting, I would strongly suggest the city adjust and rethink this plan so 20 odd businesses don't close down due to excessive noise, construction, and other related shutdowns. Maybe a phased approach or something that is less impactful to the character of this lovely neighborhood.	Daniel Sircar
04/28/2022	The 5th Avenue options would be very disruptive and detrimental to the neighborhood and should not be considered further.	Mayumi Holly
04/28/2022	Please don't disrupt and displace the CID with a he 5th Ave. plan. The fourth Ave option is better for the community and better for businesses. The CID has already suffered enough during the pandemic. This would mark the end to our beloved CID.	Kevin Nguyen
04/28/2022	I strongly oppose the 5th Ave option that will result in the forced closure or relocation of so many small businesses within the heart of the ID. The 4th Ave underground station will save the integrity of the ID. Sincerely, Rick Holly	Richard Holly

04/28/2022	Context of my comments are alternatives SIB-1, SIB-2 and SIB-3. SIB-1 is identified as preferred route (page 2-63), followed by SIB-2 (p. 2-65) and then SIB-3 (p. 2-66). As discussed in section 2.1.2.2.4, both SIB-1 and SIB-2 require creating a tunnel portal for exit from downtown portal along W. Republican St. along with a transition to cross to Elliott Ave. along what the City has designated a sensitive slope. Page 4.3.11-2 identifies the difficult nature of this terrain and specifically references 2 documented landslides (1960 and 2006) at this junction. In contrast, SIB-3 locates a tunnel portal to exist the downtown/Mercer St. tunnel along the edge of Kinnear Park. This is a much better location and more suitable approach. I raised a question about this choice, and how creating a tunnel and associated tunnel exit portal on a sensitive slope with a history of landslides during the initial public meeting for the Ballard Interbay extension. At the time I was essentially dismissed by the Sound Transit representatives with a cursory hand wave answer: “we’re confident we con find engineering solutions…” This poses a significant risk, and will clearly lead to cost changes and overruns to what is being positioned in the Draft EIS as the “least expensive” alternative. And the neighborhood deserves a more thorough consideration of the question, and a reasoned response.	Gary Roshak
04/28/2022	My role in advocating for our community and interacting with Sound Transit staff and members of the Sound Transit Board has been challenging but very rewarding. My comments are numbered below: As planning has progressed, the longer tunnel options (portal east of Avalon) are closing the financial gap between some of the less-desirable elevated options. It seems that members of the public and the Board have been greatly influenced by the differences in cost only to find out the differences aren't looking as large as they did. I'm afraid we've disregarded what I consider objectively superior plans (Pigeon Point Tunnel with ideal Youngstown station location) due to scary ROM estimates. This is unfortunate and has the potential to result in an inferior project with little or no cost savings. I view this outcome as tragic. In conversations I've had with other members of the public, I have a grave concern that the EJ communities south of the Delridge Station that will make up a significant percentage of the ridership estimates have had insufficient interaction and influence on the routing and station planning. I know what my preferences are for a Delridge station and what an ideal transfer environment would look like, but I don't know what the people that will actually use it think. If an Avalon station were built I would use it. It should not be built. There is no sense or precedent for having three stations this close together and I think there is a valid argument that this spacing would reduce the overall rider experience. The low ridership estimates speak for themselves. People travelling up the 35th Ave corridor by bus will be accommodated by inevitable bus routing changes. The already small walkshed is largely overlapped by the walksheds of the other two stations. The elimination of an Avalon station should also have a large impact on the cost of a long tunnel, further bringing those options into cost parity. Lastly, I have trouble imagining ANY responsible way to mitigate the traffic impacts of an Avalon station during construction. Please, West Seattle does not need another bottleneck. It is my understanding that Sound Transit is only responsible for providing the construction (including property acquisitions), maintenance, and operational costs of the project. This makes sense but I believe it also leaves out critical calculations to be born by other agencies, jurisdictions, and localities. If the Sound Transit cost estimates do not factor in permanent losses of tax base for the county due to property acquisitions, does it at least make sense for the County to provide a public estimation for ST and the public to base their decisions on. This is a long way of saying, my instinct is that the "cheaper now" options have the potential to be more costly in the long run. Isn't this important to consider? Thank you to all in the community, within Sound Transit, and to the Board for all your hard work. Collectively, we're drawing near an immensely critical set of decisions. Hopefully the multifaceted process of bringing this project through the EIS is going to eventually lead to the best project possible, serving the system, community, and region; enhancing each.	Tighe Urelius

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Mike Herlihy 18305 NE 153rd St Woodinville, WA 98072	Mike Herlihy
04/28/2022	This will negatively impact the community. There needs to be a plan that will preserve and nurture the current community of businesses and tax paying residents in the area.	Aiyoko Ishida

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes. Regards, Michael Byrd 414 Malden Ave E Seattle, WA 98112	Michael Byrd

04/28/2022	As a resident of West Seattle I'm concerned about the following points made by West Seattle Skylink: the cost of $3.2 billion estimate to bring the light rail feeder approximately 4.7 miles from the SODO Station to West Seattle. By comparison, the cost to build an aerial gondola feeder connecting to both SODO and the International District may be as low as $200 million and the total project cost certainly less than $1 billion. Sound Transit estimates a light rail feeder may open by 2032 to SODO while the information SkyLink has obtained from engineering firms indicates that an aerial gondola feeder could be operational much sooner. The Report by the Sound Transit agency did not rise to the level of a feasibility study. ”There are several US firms qualified to undertake a feasibility study for an urban gondola feeder. In fact, there is a firm very near Seattle that has undertaken many such studies: SCJ Alliance located in Lacy, Washington and focuses on using gondola technology for regional lines. Because of the costs and environmental impacts I would like to see Sound Transit pay for a 3rd party to conduct a complete feasibility study for a Gondola. Carla Reynolds	Carla Reynolds
04/26/2022	[thumbs up emoji] Sent from my iPhone On Apr 26, 2022, at 1:38 AM, Betty Lau Betty.lau47@gmail.com wrote: ? 3.19.3.4 Non-motorized Facilities (Bikes & Pedestrians) The closure of South King Street and South Weller Street would also affect pedestrian movements to and from the existing light rail station.The diagonal station configuration for Alternative CID-2a would reduce the duration of the 5th Avenue South partial closure and would allow South Jackson Street to remain open for pedestrians. Comment: Remember 1200 of those pedestrians will be slow moving elderly non English speaking residents with various challenging conditions. Move Forward on 4th for their sakes. DEIS needs to plan for their safety during demolition, construction and post construction, particularly for those using assistive devices and those in cognitive decline or poor mental health. What are the mitigations for them in the new station plaza; perhaps ban bicycles, scooters and have all riders walk their bicycles and scooters in.	Brien Chow
04/28/2022	Please reconsider placing a Sound Transit tunnel station at 5th Avenue in the CID. Choosing a 5th Avenue station will create serious disruption to this immigrant rich business community. Closures or forced relocation of immigrant businesses that result from the closure in a full closure of King Street, S. Weller and 5th Avenue for several years seems unnecessary. The 4th Avenue tunnel option will avoid these disruptions. The disruption of the tunnel construction that includes increases in noise, air pollution, dust, dirt and vibrations in the CID is not acceptable. Choosing the 5th Avenue station option appears thoughtless, cruel and harmful marginalized communities that make this area home. I wholeheartedly oppose this plan. Sound Transit, please take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! Sincerely, Julie Holly	Julie Holly

04/28/2022	For several years I have been part of the advisory committee working with the Wing Luke Museum to develop the Redlining Heritage Trail through the CID and Central District. It is heartbreaking to anticipate further years of disruption to the Chinatown-International District, as all of the proposed alternatives envision. If Uncle Bob Santos were alive, I'm sure he'd find a witty way to say STOP! The CID is already struggling to overcome the impact of COVID-19 related restrictions and shocking levels of anti-Asian violence, after surviving freeway construction and three sports arenas. Please reconsider these plans and save the Chinatown International District.	Merlin Rainwater
04/28/2022	Chinatown-ID has long been a second home to myself and my family. I have very serious concerns about the impacts already identified for constructing the route along 5th Avenue, and the amount of anticipated displacement of people and business for such an extended period of time. I am not fully confident that Sound Transit has truly provided justification supporting this route, and strongly encourage the development along 4th Avenue instead where the impact to an neighborhood already under threat of gentrification will be lesser. Please remember the long history of development in and around the ID and the long-standing impacts of things like stadiums and freeways. Please, keep my neighborhood alive. Do not build on 5th Avenue.	Mahealani Smith
04/28/2022	Please consider routing the CID light rail along 4th instead of 5th Ave. The CID has already been a victim of redlining and other urban planning projects that divided and left the residents and small businesses behind and/or out of business.	Andrew Chin
04/28/2022	Please choose a route on 4th Avenue. Chinatown is a very special neighborhood and since it is small and under threat from development of various types, it can ill afford losing buildings and territory around the edges, which seems to be the plan if a 5th Avenue route is chosen. This is not the kind of "investment" the CID needs right now. Thank you- Larry Jost	Lawrence Jost
04/28/2022	Please favor a tunnel option under the Ship Canal continuing to the core of Ballard. By now, local contractors should know how to build them! Ensure sufficient drop off/ pick up areas to facilitate use of the train for nearby residents/workers that are not close enough to walk to the Ballard and Interbay stations & for whom transit access is too cumbersome. Keep the stations simple and functional and ensure the installation of escalators and elevators with proven track records for not breaking down.	Irene Wall
04/28/2022	I strongly urge you not to construct the CID sound transit station on any of the three locations at/near 5th ave. These potential locations will displace many local businesses in the surrounding area, forcing a few to close down and leading to a lack of business for them as construction continuously occurs. Please consider these implications when deciding on a location for the CID, and strongly consider going with the two options on 4th avenue as they would cause the least harm. Thank you.	Aditi Rana
04/28/2022	I strongly oppose all plans that affect the Chinatown International District, and in particular, the 3 that affect 5th Ave. There plans involve decimating a few of the existing historic blocks with mom and pop shops who have survived for years and also shutting down a good portion of the CID for the next 11 years. The CID was originally created because of racist redlining policies and has been disrupted and forcibly moved on 3 major occasions already because the city has decided that our communities and neighborhoods arent wealthy or important enough to not be demolished every single time. The CID neighborhood loves and uses as much public transit as possible, but not at the cost of community, livelihoods, and forcing the residents of the neighborhood to live in a construction zone for the next decade.	Rachel Blazevic
04/28/2022	The economic impact, business impact, employee displacement, and overall construction of this new station should be weighed heavily. International district has already faced many challenges the last few years with the pandemic, increased xenophobia, and with several businesses already closing. The 4th avenue option is overall less disruptive to the area for locals and businesses, less work for sound transit, and overall widely helpful for the transit link. Thanks for your time.	Jessica Kezele
04/28/2022	Please preserve the Chinatown International District and use the 4th Ave option - not 5th Ave. this unique community is essential for the city’s character and should be protected at all costs.	Debra Doyle
04/28/2022	I do not support this route that puts our Chinatown neighborhood in jeopardy	Stephanie Gustafson

04/28/2022	The 5th Ave WSBLE options will displace many CID local businesses as well as make the CID area hard to access. This will be another major hit, on top of COVID-19, to the businesses that I would like to visit and support. I prefer the 4th Ave options, CID-1a and 1b, because it would result in less disruption to the businesses and residents.	Saurabh Mishra
04/28/2022	My mother is in her seventies and still lives in the Chinatown-International District. Please do not add extra harm/hardship on the elderly in this neighborhood. I am in support of the options on 4th Ave. Please protect our elderly citizens.	Janny Woo
04/28/2022	Hello, This comment is primarily focused on the Delridge segment since this is the neighborhood where we live. In our opinion, the “Andover St (Lower Height)/Medium Tunnel 41st” option is clearly the optimal alignment. It has the fewest residential displacements, a lower guideway and includes a tunnel segment to get closer to the heart of the Junction, all at a competitive cost. In fact, among all of the categories on your comparison chart (project cost, residential displacements, business displacements and park effects), this alignment ranks as the “highest performing” in all of them. We have a very hard time supporting any of the Genesee Street alignment options. The Delridge station placement would essentially wipe out a quarter of our entire neighborhood, including many brand new townhouse developments, which is absurd, not to mention the 150-foot tall guideway, which would be wildly out of proportion with the rest of the low-rise residential neighborhood. With the “Andover St (Lower Height)/Medium Tunnel 41st” option, you can avoid most of the negative impacts while achieving a superior outcome. Thanks, Mark Kumpula & Anne Rush SW Nevada Street	Mark Kumpula
04/28/2022	As a life-long Seattle resident, I implore Sound Transit to prioritize the Chinatown-International District neighborhood and go with the 4th avenue option. It is one of the most historically important parts of Seattle and construction on 5th avenue could have a devastating impact. We owe it to this community.	Hanna Welch
04/28/2022	Dear Sound Transit Board of Directors, Time and time again, people of color have been pushed out of their land, their communities, and their homes. Although I have only been a Seattle resident for six years, this same narrative has played out in every city across America, including my hometown of Los Angeles. Sound Transit is now in a unique position to support their communities that have been historically disenfranchised. After reading the executive summary and feedback from residents, I believe a station on 5th in the Chinatown International District (CID-2a and CID-2b) would disrupt a community's ability to preserve their history for future generations. For this reason, I support building a station on 4th instead (CID-1a and CID-1b) as it limits day-to-day disruptions and preserves businesses and centers that community members consider integral to their identity. I will admit that although I am a regular rider of the Light Rail, I am not an expert on building public transit. I am simply listening to community members and learning about why they believe this would damage their community irreparably. I sincerely hope Sound Transit does the same.	Sarah Garcia
04/28/2022	I believe in keeping CID intact. I as a citizen of Seattle for 20+ years have seen detrimental impact to the community. Such as homelessness due to displacement. Can you please listen to us. I believe going through 4th Ave makes more sense due the direct connection to West Seattle.	Marlon Tabasan

04/28/2022	I would really like to see an EIS for the gondola option. This option would seem to displace the least residents and businesses, be less intrusive, and be more environmentally friendly. Please consider it! Of the options presented here in your EIS, I would prefer DUW-2 north crossing option for the Duwamish segment; it impacts wildlife, public parks/resources, and residents the least. For the Delridge segment I would love to see an option that travels on Andover and begins tunneling under on the east side of Avalon Way all the way to the junction. BUT of the options you give, I would prefer DEL-6 for its lower height, less noise, less impact on displacing residents, and no impact on wildlife and parks/Rec areas. For the Junction segment, I prefer either tunnel option WSJ-3a or WSJ-3b. A tunnel in the junction area would have the least impact on our beautiful community and its businesses, and would maintain the small-town tranquility of our shopping area. Thank you.	Nancy Fry
04/28/2022	ES3.1.2.2 Chinatown International District Segment The 5th Ave. option would destroy a historical neighborhood, a cultural centerpiece, a key tourist attraction in Seattle, and have a highly negative impact on small business owners from underserved populations. Please engage with the local community in Chinatown International District as you explore options.	Myra Tanita
04/28/2022	It is clear that Sound Transit should build its Ballard extension via tunnel under Salmon Bay to an underground station at either 14th or 15th Ave. NW. Here is my reasoning: (For the sake of full disclosure, I own a townhouse near the intersection of 14th Ave. NW and NW 59th St., just off Gemenskap Park.) Quality of life for the residents, businesses, employees, and visitors presently in south Ballard: an above-ground bridge over 14th or 15th would displace far more businesses and residences than a tunnel under either street. In addition, a bridge would disrupt more traffic for a longer period of time, would be out of proportion to the rest of the structures in the neighborhood, and -- most importantly -- would result in noise that could not be mitigated with current techniques. This is especially important because an above-ground station would include tie tracks that would extend north of Market Street, into an area that is almost entirely residential if the 14th Ave. option were chosen. The resulting incursion would be extremely detrimental to the quality of life for people living on and around the intersections of 14th and Market Street. 2) Quality of life for future residents, businesses, and employees of south Ballard: it is likely that Sound Transit will want to extend the Ballard line north toward Finney Ridge and east toward the U District. Both these would be more easily accomplished if the tracks and station were underground. Land prices in Seattle are increasing exponentially, and an above-ground station and tracks (both for the current ST3 project and any future projects) would cost an exorbitant amount for ST, and would push hundreds -- if not thousands -- of people out of their homes. An underground track would do more to preserve what is already a moderately-dense, cohesive community. 3) Cost: as mentioned, land prices in Seattle are high and will continue to grow. Since the EIS draft has concluded that (as of early 2022) building a bridge is now nearly as costly as building a tunnel (and will only become more costly as time goes on), the only logical thing to do is to choose the option that would not negatively impact quality of life for the residents and riders: the tunnel. Moreover, the Coast Guard is now recommending that any bridge over Salmon Bay be either moveable or built to a minimum height of 205 feet. Those specifications, if followed, would put a bridge over 14th or 15th essentially out of the question. 4) A final note on the current proposals: there is some community pressure to rethink the 14th or 15th Ave. station placement in favor of one further west. I favor the 14th or 15th Ave. station location (as long as the tracks and station are underground), since such a placement will do a great deal to even out development to the east and west of 15th Ave. NW, which currently acts as a barrier dividing Ballard in half. Right now, west Ballard has more amenities such as cafes, restaurants, bars, shops, etc. East Ballard is committing to increased density, especially along Market Street, and placing a light rail station mid-way between "old" Ballard in the west and the newer development in the east will bring more parity to the neighborhood,	Kristin Doll

	allowing the new residents of east Market Street more transit options and encouraging people to both create and patronize new establishments along the eastern Market corridor.	

04/28/2022	It is clear that Sound Transit should build its Ballard extension via tunnel under Salmon Bay to an underground station at either 14th or 15th Ave. NW. Here is my reasoning: (For the sake of full disclosure, I own a townhouse near the intersection of 14th Ave. NW and NW 59th St., just off Gemenskap Park.) Quality of life for the residents, businesses, employees, and visitors presently in south Ballard: an above-ground bridge over 14th or 15th would displace far more businesses and residences than a tunnel under either street. In addition, a bridge would disrupt more traffic for a longer period of time, would be out of proportion to the rest of the structures in the neighborhood, and -- most importantly -- would result in noise that could not be mitigated with current techniques. This is especially important because an above-ground station would include tie tracks that would extend north of Market Street, into an area that is almost entirely residential if the 14th Ave. option were chosen. The resulting incursion would be extremely detrimental to the quality of life for people living on and around the intersections of 14th and Market Street. 2) Quality of life for future residents, businesses, and employees of south Ballard: it is likely that Sound Transit will want to extend the Ballard line north toward Finney Ridge and east toward the U District. Both these would be more easily accomplished if the tracks and station were underground. Land prices in Seattle are increasing exponentially, and an above-ground station and tracks (both for the current ST3 project and any future projects) would cost an exorbitant amount for ST, and would push hundreds -- if not thousands -- of people out of their homes. An underground track would do more to preserve what is already a moderately-dense, cohesive community. 3) Cost: as mentioned, land prices in Seattle are high and will continue to grow. Since the EIS draft has concluded that (as of early 2022) building a bridge is now nearly as costly as building a tunnel (and will only become more costly as time goes on), the only logical thing to do is to choose the option that would not negatively impact quality of life for the residents and riders: the tunnel. Moreover, the Coast Guard is now recommending that any bridge over Salmon Bay be either moveable or built to a minimum height of 205 feet. Those specifications, if followed, would put a bridge over 14th or 15th essentially out of the question. 4) A final note on the current proposals: there is some community pressure to rethink the 14th or 15th Ave. station placement in favor of one further west. I favor the 14th or 15th Ave. station location (as long as the tracks and station are underground), since such a placement will do a great deal to even out development to the east and west of 15th Ave. NW, which currently acts as a barrier dividing Ballard in half. Right now, west Ballard has more amenities such as cafes, restaurants, bars, shops, etc. East Ballard is committing to increased density, especially along Market Street, and placing a light rail station mid-way between "old" Ballard in the west and the newer development in the east will bring more parity to the neighborhood, allowing the new residents of east Market Street more transit options and encouraging people to both create and patronize new establishments along the eastern Market corridor.	David Zabinski
04/28/2022	I urge the Board to select the 4th Ave route under Chinatown/ International District. This community has suffered disruptions and damage from transit projects since the construction of I-5. This may seem like a budgetary decision - chose the less costly option. But, it is in fact, an equity decision. Once again a community of color is expensed at the convenience of the white population to be served, miles away.	Tommer Peterson
04/28/2022	Like all transit riders, I strongly prefer shallow stations over deep stations! This system will be around 100 years from now, so we should design it with that in mind. The shoppers and commuters of today can suffer a few minutes of inconvenience to help future generations.	Clyde McQueen
04/28/2022	Please consider the 4th Ave option!!! Do not spill over into hardworking Chinatown/ID businesses. Please show you care about the diversity of Seattle by protecting important landmarks and businesses.	Ashley Caldejon

04/28/2022	Dear Sound Transit Board of Directors, I am submitting a public in regards to the West Seattle and Ballard Link Extension – Draft Environmental Impact Statement. I am a member of the CID Coalition and a board member of OCA-Asian Pacific American Advocates Greater Seattle Chapter. The Chinatown-International District is my community and cultural home, I also use the light rail to commute from South Seattle to downtown for work. I would like to ask the Sound Transit Board of Directors for additional time for public comment that extends to the end of September and consider additional alternatives that does not include residential and commercial displacement to the proposed Chinatown-International District segments. Sound Transit describes the Chinatown International District as a "hub of cultural importance for Seattle and its Asian American communities," but does not acknowledge the systematic displacement and gentrification of the neighborhood by local government agencies. In 1886, anti-Chinese sentiment sparked the Seattle riot, City of Seattle officials, police and white residents carried out the forcible expulsion of all Chinese from the city. World War II hysteria fueled the government removal of Japanese and Japanese Americans from the neighborhood to incarceration camps. In the 1960s, the construction of Interstate-5 divided the neighborhood, drastically increased air pollution levels, and eliminated many businesses, homes, and churches. In the 1970s, King County and the Stadium Commission constructed the Kingdome Stadium despite vocal opposition from many community members, compounding traffic and parking issues in the neighborhood. Most recently, the triple impact of the global pandemic, anti-Asian racism, and economic instability impacted the neighborhood these past two years, leaving it susceptible for disaster gentrification. Sound Transit's proposed Chinatown-International District segments contribute to the continued systematic displacement and gentrification that has been practiced on the neighborhood and Seattle's Asian American community. There is a history of Sound Transit's differential treatment between Black, Indigenous, and communities of color versus predominately white neighborhoods. When Sound Transit first constructed the light rail in South Seattle, residents and small businesses along Martin Luther King Jr Way S protested against the project citing noise, safety hazards, and residential and retail displacement. Since the completion of the South Seattle light rail, there have been several pedestrian and vehicular accidents, and even fatalities. These incidents could have been prevented if the light rail was constructed underground versus above ground, as many community members advocated for during the planning process. In contrast, the predominately white Roosevelt neighborhood in north Seattle, was initially proposed as an above ground light rail station. However, when the Roosevelt community pushed and advocated for a below ground alternative, Sound Transit acquiesced. In contrast, South Seattle communities were not offered an alternative that addressed their concerns around retail and residential displacement, traffic congestions, and public safety. Sound Transit's history of ignoring the concerns of communities of color continues to be seen in proposed segments for the Chinatown-International District regional station. We recommend Sound Transit to do the following: • Propose additional alternatives that do not involve any residential or commercial displacement. • Propose additional alternatives that include the use of Union and/or King Station. Both Union and King Street station have the existing transportation infrastructure and ADA facilities to make the proposed Chinatown-International District station a regional hub that connects the light rail to the Bellevue, Ballard/West Seattle, and the Everett/Tacoma line. • A 120-day extension in the Draft Environmental Impact Statement public comment period, for Sound Transit to use the summer months to conduct extensive outreach and engagement that includes, but is not limited to: o Focus groups for those most impacted by the new segment such as elders, youth, immigrants/refugees, small businesses, workers, neighborhood non-profit organizations and clients, and unhoused members of the Chinatown-International District. o Work with neighborhood ethnic media outlets and in-language media to promote the new proposed segment options and public comment period. o Pay community-based organizations to conduct outreach to their membership/clients, as these organizations have existing relationships of trust with those most impacted. • Create a Community-Benefits Agreement that encompasses: o Free Orca Cards to all Chinatown-International District small businesses, employees, and residents. o Monetary small business and residential construction impact compensation. o Increase the Chinatown-International District tree canopy. o A plan to contract Women and Minority Owned Businesses for the construction of both the proposed segment and if there is a potential for transit-oriented development (TOD). As well as working with a construction apprenticeship program that recruits local talent from Black, Indigenous, and communities of color. The history of the Chinatown-International District has been marred by government agencies who displaced residents, small businesses, and communities, but it doesn't have to be the neighborhood's future. I encourage the Sound Transit Board of Directors to propose alternatives for the Chinatown-International District segment that minimize residential and small business displacement and to extend the public comment period to allow for deeper and more meaningful community engagement. After two years	Jacqueline Wu

	of a pandemic, economic instability, and anti-Asian hate, current proposed segments will only inhibit the neighborhood from equitable recovery. Thank you for the opportunity to provide feedback on the Chinatown-International District segment and the creation of the regional station. I look forward to your response. Sincerely, Jacqueline Wu Member, CID Coalition Board Member, OCA – Asian Pacific American Advocates, Greater Seattle Chapter	

04/28/2022	I am writing to comment on the proposed Delridge segment of the West Seattle Link Extension plan. I strongly oppose the DEL-5 and DEL-6 proposals of Sound Transit's light rail plan, as it would devastate a nonprofit that provides services to our community's most vulnerable people. Transitional Resources is a community behavioral health agency located in West Seattle on SW Avalon Way. They serve vulnerable adults from all over King County who are living with serious mental illness and provide them with behavioral health treatment and supportive housing services, ensuring these folks remain safe, healthy, and housed. Transitional Resources has multiple properties and serves a multitude of people who live in various parts of West Seattle, but a majority of whom are within very close proximity to their offices located on SW Avalon Way. Many of the people Transitional Resources serves will be irrevocably impacted by the proposed alternative routes outlined in DEL-5 and DEL-6 if these options move forward. The planned route for DEL-5 and DEL-6 would directly impact three of Transitional Resources' properties and would devastate the vital services TR provides to the community. Without these services or programs, the people who live in the buildings—as well as those who receive services from the buildings--would be displaced and/or disconnected from the services they need. The loss of these critical services in our community would be devastating to not only the clients they serve, but to our larger community, as finding alternative housing and services that address the unique needs of the populations they serve in the same way TR does would be challenging. As someone who cares deeply about our community and the nonprofits that provide support to those in need, I strongly urge Sound Transit to reject both the DEL-5 and DEL-6 alternative proposals.	Ken Bailey

04/28/2022	West Seattle Link a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. 2. Ballard Link a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. d. Denny - DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1]. h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	Benjamin Friend
04/28/2022	Please support the Chinatown-International District Segment - 4th Avenue Shallow Alternative (CID-1a or 1b). This is a reasonable alternative that can significantly minimize the damning and?? lasting harm to our beautiful historic community. Home to hundreds of immigrant owned small businesses, and thousands of vulnerable low income senior citizens?, The 5th Ave option will require several years of upheaval and business closures.? Please move forward with the 4th Ave options and preserve the fast-fading valuable character of our neighborhood!!!	Christopher Wright
04/28/2022	We are absolutely opposed to running Sound Transit on 5th Avenue in Seattle, which will seriously and negatively impact the Chinatown/International District. This is a culturally and economically important area that has been ignored and abused by the City of Seattle and King County periodically over the years. Still viable, charming, and vital to the City and the Asian community, the 5th Avenue plan will take out several businesses, cause unemployment, and subject this area, which has already survived a history of Sound Transit development, to a decade of construction. Don't do it!!.	Penny Koyama

04/28/2022	As someone who lives within the community of the CID, I understand the importance of the community as it is and the importance of maintaining the current harmony of the neighborhood. This is a neighborhood of great cultural importance, with an identity for those who live and work here. Simply walking around the neighborhood demonstrates how collected and tight knit the community actually is. This proposed project is a threat to that identity and the community as is. The CID is currently one of the few Asian centric neighborhoods in the country and is already relatively small in size. This project threatens to shrink that even further by displacing businesses and residents. On top of this, this is a recognized neighborhood for tourists and visitors who frequently enjoy the food, cultural events, and shops that promote culture in a way that is hard to find not simply in this region, but throughout the country. To those who want to proceed with the project within the boundaries of the CID, consider whose lives that would interrupt. Consider whose businesses and livelihoods you would be sending. Consider who, living here, would be affected by this. Consider those connections to the neighborhood that this threatens to destroy. Consider the thousands of people who have visited and will visit who will not have the opportunity to connect. This will be a disruption with rippling effects, ones that can be replaced or simply moved, while options exist for this project to be commenced elsewhere.	Kolber Joseph
04/28/2022	The CID is an integral and historic part of Seattle thst is rich with stories of my parents and grandparents. CID is a place that brings business to Seattle.	Keona Moy
04/28/2022	4th ave shallow will have the least impact on the existing community in the CID. CID-1a is preferred.	Colin Katagiri
04/28/2022	The 5th Ave options are harmful to the Chinatown International District. Pick the least harmful option which is 4th Ave S.	Jen Chong Jewell
04/28/2022	Through downtown and Seattle Center, I think the preferred route works the best. For Ballard, the station seems better on 15th - if on 14th, what would happen to the Ballard market and the nearby school? As for the Chinatown area, I do not understand why you need another parallel station/tracks so close to the current one if doing so results in tearing down half of Chinatown. Who are you building that extension for? For West Seattle, going through the Industrial area should have very little disruption and loss off existing businesses as possible. Seattle has already lost so many close in and downtown. Building light rail is fine as long as we have a livable city left when you are done.	Loretta Sutherland
04/28/2022	Preservation of culture should be prioritized in the planning of this expansion. The vitality of any city lies in its history and culture. If we fundamentally change each neighborhood as we expand lightrail access, there will be less incentive to visit these areas. I am primarily concerned, at this time, with the long-term impacts on the cultural and community gathering spaces under threat in the Chinatown/International District. The 5th Avenue options of the extension threaten spaces of great significance to the people of this community. The 4th Avenue Shallow option (CID-1a) has the least impact, longterm, on important social, historic, and economically valuable institutions to the people of the CID. I urge you to consider the longterm benefits of preserving beloved institutions by choosing the CID-1a alternative.	Catherine Swedberg
04/28/2022	The Central District is a home to many BIPOC Seattle residents. While I am a public transit enthusiast, building the extension through the Central District will undoubtedly displace people from their homes. I urge you to reconsider this development if it literally means bulldozing through people's livelihoods.	Braden Colaner
04/28/2022	The ID has been thru enough. Please do not impede on our businesses and our community	Benjamin Shiau
04/28/2022	Avoid going through 5th for the Chinatown link! Go through 4th to affect less small businesses!	Almida Meyer

04/28/2022	I am writing in regards to the planned route for DEL-5 and DEL-6. Although these are not preferred routes and at this state are options and I want to voice my concern in regards to the impacts this might have on the wonderful work and non profit that Transitional Resources provides. They have been tirelessly working with the most marginalized members of society for decades. It is not secret that homelessness is a big problem in this city and that there is also a subset of that population that struggles with mental health concerns. The mission and the work that TR does helps these members integrate into a community that is supportive and helps in recovery, not to mention that the properties that house these individuals would go away which displaces them and in this market a small nonprofit cannot afford to replace the properties or staff this .	cathlyn fraguela rios
04/28/2022	Focusing on Table ES-5 on page ES-29. Addressing options CID-1a and CID-1b versus CID-2a and CID-2b. Specially my comments relate to the difference between option CID-1 and CID-2 options and not shallow or deep. No where in your Impact Statement has Sound Transit addressed the impacts to the adjacent Historical Chinatown-International District neighborhood as if is equivalent only to its parking spaces, intersections and adjacent bus routes, with no concern to the people and the cultures in the affected area. Parking spaces adjacent to the stadium (options 1) much more likely to be used by event goers than area residents. the # of residential location affected is highly suspect, as the 4th Ave side abuts stadiums while the 5th Ave side abuts a vibrant business and residential area. 3)5 - 8 business vs 18 - 27 obviously indicate an advantage to options 2. Additionally these business also affect the customers of the business who live in the adjacent historical and cultural community. the largely white male Sound Transit white collar workers making these decisions are obviously making decisions only on technical issues and without consideration for cultures they do not value.	Sylvia Shiroyama
04/28/2022	As a lifelong resident and homeowner in West Seattle I have concerns about the proposed new light rail project to West Seattle and the longterm impacts this will have on our community. Because we have been without a bridge for 2+ years, the impact of detours, congestion, deferred road maintenance and inability to get in/out of West Seattle raise more concerns for a proposed project and the impact it will have on our community. Of the proposed options, I find WSJ-1 most troubling. The impact on general transportation disruption and displacement of neighborhood businesses is a concern. There are already plans in process to redevelop part of the area along 36th avenue in the triangle area that is set to provide a transit -oriented project with housing units and business space that could complement an adjacent Avalon station. This proposed option WSJ-1 would not only cause noise and disruption to this area but also take away from this planned project that looks to provide longer term housing with transit accessibility. I feel the tunnel option should be considered and looked at as the best, long term solution for West Seattle. Tunnel Alternative WSJ-3a should be advanced and modified as the preferred option. This would reduce issues within the neighborhoods and reduce displacement as compared to an above ground option. The future station option of 41st Ave SW is a better location compared to the 42nd Ave SW location and will have less impact on existing established business in the heart of the Junction during construction. One thing we have learned from the past two years and no bridge, more study and research needs to go into the impact of this proposed project on transportation, road closures, detours and the short-term and long -term impact this will have on our community.	Kate McGovern

04/28/2022	The route that Sound Transit is choosing will economically impact businesses in the ID that have already suffered from Covid and widespread xenophobia that has only increased in the past two years. Closures could last up to 11 years and negatively effect the flow and economy of the international district. As someone who moved to Seattle four years ago and is of Chinese descent, this neighborhood holds a lot of importance for me and I would hate to see it suffer even more. The preservation is of this neighborhood is of utmost important to me and the wider community and I urge you to rethink the planning of where the station will be. Thank you.	Sarah Chu
04/28/2022	Vulnerable and minority communities are continuously being affected greatly in the name of public good. These drafted plans will only continue to displace and threaten the existing vulnerable population in this area. This area does not need years of disruptive construction. Please reconsider and think of a solution that will not displace and harm the existing businesses and people. These plans are not acceptable solutions.	G Lee
04/28/2022	Please select 4th Avenue options for the Sound Transit plans. I work in the CID and enjoy the neighborhood. It is struggling mightily, amid COVID and development. It is difficult to imagine it retaining its vitality if the additional burden of many years of construction and loss of small businesses were added. The CID is a cultural treasure. It has already been displaced, due to Seattle's past racism and prioritizing commerce over community. Please do the right thing and select 4th Avenue. The cost in extra dollars to the public will be more than repaid in the joy and legacy of a vital Asian-led, Asian-rooted, Asian-resided community.	Beth Amsbary
04/28/2022	The Chinatown International District is a rich part of Seattle's history and culture. Growing up, I frequented the grocery stores and restaurants, attended a summer leadership camp sponsored by the Northwest Asian Weekly, and worked within the community for several years at the CIDBIA and SCIDPDA. This community has already faced so many challenges (anti-Asian hate crimes, loss of business during the pandemic, continuing gentrification) and it breaks my heart it is now facing this threat of displacement by the station. I'm speaking up to advocate on behalf of others who can't due to language barriers. We need to celebrate and preserve this historic community and its diverse people for future generations. Please don't displace businesses here. Consider the 4th Ave options.	Veda Sonexaysana
04/28/2022	Please consider the 4th avenue option for the International district. While all options will impact the surrounding neighborhood and communities, the 4th avenue option is the least impactful to the community already marginalized by decisions dictated by government transportation projects.	Sydney Goldsmith
04/28/2022	Protect 5th Avenue and the International District. Looking at the options, 4th Avenue has the lower impact on an irreplaceable neighborhood and one of the best parts of downtown. If we tear through CID we will never see these business or restaurants again. We are already at risk for losing the cultural diversity as the community ages and adding to that in the name of transit defeats the entire purpose. To bring together parts of Seattle (and it's people) that haven't been able to before. I don't pretend these choices are black and white but this shouldn't be hard to see. As a lifelong Seattle resident, I have been going to the ID since I was little and I have been so excited to see it surviving and thriving in such hard times. Leave 5th Avenue alone.	Michael Rotman Koenen

04/28/2022	Hi Sound Transit, First off, I LOVE you. You make me proud to be a born-and-bred Seattlite. I am so excited for you to connect to my hometown of West Seattle! Here's the problem. The CID link displacing 19 small businesses. We have already seen this happen in capitol hill, and we can't have it happen again, especially with these essential, Seattle-proud small businesses. We need to ensure that Seattle is interconnected AND keeps its small businesses strong. Without this, we run the risk of becoming a city of corporations. I have no doubt that you've considered many options for this project. But if you displace this many small businesses, you will be expected to assist them to relocate. This is the only ethical next move if the plan goes through as is. Again, thank you for the wonderful service you offer to our city. Thank you for upholding a green, just, and vibrant future for Seattle. Best, Abigail Smith	Abigail Smith
04/28/2022	I want to encourage Sound Transit to move forward with the 4th Avenue alternative for International District development. The CID has felt major impacts of development projects guided by the government rather than the needs of the community, resulting in displacement and further marginalization of one of Seattle's oldest and poorest populations. The 4th Avenue alternative reduces displacement, preserves small businesses and maintains mobility owed to the CID's residents.	Charles Barton
04/28/2022	I'm a resident of West Seattle since 2018 and eager for the future construction of the light rail. I'm especially interested in the proposed and final selected alternative for the light rail station in Chinatown. I have read and concur with the analysis and concerns posed by the Wing Luke museum: https://www.wingluke.org/wp-content/uploads/2022/04/Wing-Luke-Museum_response-to-WSBLE-DEIS_2022-04-26.pdf. As someone who professionally reviews draft EA and EIS and final environmental and cultural compliance documents, I understand the importance and criticality of these analyses and decision documents. Thus, I have reviewed these documents and understand the importance of the public notice and comment process. I am a frequent visitor and patron of the Chinatown business district and prefer the 4th Avenue tunnel option that will least impact and displace the chinatown residents and business community. As a former resident of the Washington DC chinatown area (affectionately and sarcastically known as "Chinablock" to locals), I lived through the displacements of the Asian population in DC and eventual closing of the majority of Chinatown businesses and housing for Chinatown elders. It is shameful that impacts (primarily detrimental) to communities of color are either not considered (or considered least important) as part for the decision-making process. I look forward to reviewing the final EIS and Record of Decision and hope the evaluation of cumulative impacts is more robust and incorporates a more solid evaluation of impacts to the Chinatown community.	Janis Millete
04/28/2022	Please respect the wishes of the International District community and build the expansion in 4th Ave.	Melissa Hamasaki

04/28/2022	Please choose to move forward with the 4th ave option. It's clear that this is the best way both to carry out the much needed expansions to our city's public transit and to minimize the detrimental impacts that expansion could have on the C-ID and it's community members.	Shawn Mcnabb
04/28/2022	I do not think that this is practical for the asian american and other families who have built their entire lives around their shop in the international district. The construction would significantly reduce accessibility to these shops meaning it would be harder for those who shop their but make it even harder for the shops to make a living since foot traffic to the area and otherwise would be so severely decreased! It is unfair!	Huyen Pham
04/28/2022	Hello There are three areas that I would like to shine so focus on for the DEIS. Delridge: Please ask if all displacements being noted in this neighborhood are needed. Both Dakota street and Delridge Way options include a large displacements in a low income neighborhood that should generally be avoided. See where turns can be less arching and stay over the street grid where possible. The very high options should be eliminated for difficulty of access which support staying on the 120 or H line in the future over using the station. CID: This is another place where asking if all displacements and construction impacts are needed. The 5th Ave. options turn the front door of the neighborhood into a construction zone and remove nearly two blocks of buildings. 5th should also have the time it would take to put new buildings over the station and construction areas as an impact. Capitol Hill had a large vacant area for several years after the station was finished. I couldn't find a cumulative impact like this though it would carry affects on the district after the station was finished due to the potential for several years of mostly vacant lots. 4th Ave. needs to be studied in more detail. Why the tunnel needs to be two stories deep is not adequately described as greater exploration could be put for cut and cover far enough to get the new line over the transit tunnel and the Great Northern Tunnel (That is if you really need to temporally displace the ICON residents). Community plans have also been building on having a 4th Ave alignment for nearly a decade now with the most recent plan being here (https://issuu.com/pioneersquareseattle/docs/190328_jackson_hub_final_document). The vent placed in the Union Station Plaza is badly done design-wise and attempts to build the ventilation into the bridge deck similar to the transit tunnel stations should be attempted. A better used Union Station would also be an overall good especially if not considered out of the way from other transit functions since it is a beautiful station that has not gotten to see true passenger movement in long time. 4th Ave also serves Pioneer Square which is not getting it's own station in this project. My grandparents moved into the CID in the 1970's. So it's preservation is not only about general Seattle History but personal family history and is it going to be lost if the impacts from this construction are badly managed. So here is just a plea that these considerations be taken. Some have argued that the mix of local projects and national/global events bringing large negative economic impact have prevented full recovery for what may reach three decades by the end of this project. Ballard: Just reopen the options closer to the commercial core of Ballard. You admit the Coast Guard is requiring any unmovable bridge to be quite high in the air and tunneling ends up being all about the same. Maybe build a station where the line crosses under the ship canal goes out and ultimately have the tunnel end pointing east. Under Market St should be considered due to the width of the road to help reduce impacts in a heavily populated area. In reading the DEIS these were the the most outstanding concerns I had. Other potential alignments may be better or worse but not to the extent that these three areas are to be called out.	Conor Smith
04/28/2022	The 5th avenue station would destroy key parts of Chinatown. 4th avenue is a much better option for the community.	Alicia Hanscomb
04/28/2022	As a business owner in the CID, I believe 4th Shallow (CID-1a) is the best choice that minimizes direct harm to our neighborhood. Businesses have suffered so much since the pandemic and this makes the most sense to minimize business displacement. It will also create a much needed connection between Pioneer Square and the CID. The CID should not be sacrificed for the sake of the larger transit system.	Karleen Ilagan

04/28/2022	The proposed plans to demolish 5th street are completely unacceptable. Time and again Seattle has felt comfortable tearing into marginalized neighborhoods of color for the sake of so called progress. The international district, a neighborhood formed by racist redlining practices, has been targeted by this kind of construction many times in its history, being forced to move and rebuild over and over again. The fact that Seattle governmental groups are still freely proposing the destruction of community spaces and mom and pop shops who have recently struggled through waves of racist violence is laughable and disgusting. The neighborhood continues to do its best to fight against constant gentrification and rising hate crimes while still maintaining a sense of community and vibrant culture. Tearing a hole in the heart of that community and forcing the most vulnerable populations including our cherished elders who live in these neighborhoods to give up more space and live in a loud disruptive construction zone for the next 11 years is simply not an option. Additionally, while our neighborhood is home to all of these wonderful businesses, we are mostly a residential area and you cannot simply ask us to live our lives with that kind of noise pollution and restriction for such a long period of time. Save our businesses and our cultural spaces and consider alternative options, at a very minimum 4th street and beyond. Do not force out the residents here who actively support and consistently take public transit by ruining our homes and businesses. Please consider taking steps to not add to the racist targeting of our neighborhoods of color by chipping away at them block by block. Help us preserve one of the oldest and most culturally rich areas in Seattle. Sincerely, A long time resident of the CID	Nina Ozbek
04/28/2022	Improved and alternate public transit to and from W. Seattle is vital. Cutting pollution is critical, and residents need alternate egress and access that do not include driving through neighborhoods. My concerns about the route chosen are in regards to the Duwamish River, and to the natural habitat for many birds and other wildlife that it provides. I urge you to choose a route that avoids disruptions to this habitat, that values the return of species to it, and that avoids destruction of heron rookeries. There should not be a false choice forced between light rail and natural habitat on the river.	Susan Ward

04/28/2022	The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Jacob Wolf

04/28/2022	The city should reconsider its plan to remodel the Link station in such a way that it threatens businesses along 5th avenue. Long term construction will lead to decreased quality of life and threaten businesses. The ID is home to many intergenerational families and businesses with incredible history in Seattle. They should not be displaced if other options are available. Residents of the ID have already been displaced due to the construction of the Kingdome and I5. City planners should strive to preserve this beautiful, vibrant neighborhood. It is entryway to our city for many. Wouldn't it be better for visitors to exit the train station and see historical local businesses, rather than the chain stores that are the only businesses large enough to afford rent here in the future?	Maya Rowland
04/28/2022	I think it should be on 4th because otherwise it takes up valuable community space and disrupts small, local businesses.	Derek Zable
04/28/2022	Building a transit through International District would greatly affect the community and businesses around the area.	Brandon Bee
04/28/2022	Please be considerate about the concerns of local business owners and residents, especially Asians whose voices are less strongly represented.	Joel Uy
04/28/2022	If a light rail is to be built in Chinatown/International District, it should be placed on 4th Ave rather than 5th Ave. Placement of the light rail on 4th Ave would result in the least amount of disruption to any surrounding businesses/organizations. I believe ensuring the stability of these businesses/organizations should be prioritized especially during a pandemic no matter what stage we are in.	Yaslynn Makein
04/28/2022	As a born and raised Seattlelite, and a Black woman, I've experienced the affects of displaced communities of color from transportation upgrade projects such as the Light Rail. I, along with many other Seattle residents, cherish the small businesses in Chinatown that have helped build Seattle into the diverse city it is. These businesses should be protected. I do not support any of the alternative options for the train station placed in Chinatown. I ask Sound Transit to reconsider the placement of this train station and extend the deadline for the plan for additional public comment for those in the Chinatown/International District area to help come up with better alternatives.	Nirae Petty
04/28/2022	I hope Sound Transit is seriously consider doing a deeper analysis for the tunnel project for the fact that whatever the decision is the project takes 10 years or so providing deadlines are met throughout. Why tunnel must go through downtown neighborhoods? and why Ballard?...who goes in and out of Ballard anyway???	Lai Ping Kimura
04/28/2022	Dear whom it may concern, With all respect, I don't believe creating new construction into CID is a good idea. It will destroy the land, the businesses and the large Asian community that exists in the state. CID brings many generations together. CID can be easily compared to downtown Westlake since it is always busy. The businesses have great revenue, tourist and of course, the existent of Asian community. Alternative route should heavily be considered. Especially because CID already has a link stop. Please and thank you.	Tram Nguyen
04/28/2022	The 4th Ave option or another option that does not split the CID is preferred. The CID has not recovered from anti-Asian racism of the past few years and COVID shutdowns. Give the neighborhood what it needs to stay intact.	Erin Okuno
04/28/2022	Please use the Ballard route alternative ending on 15th Ave NW and NW Market Street, NOT 14th Ave NW. There are a lot of small businesses on 14th that would be impacted (razed) by the "preferred alternative." A stop at Safeway is more suitable and 15th Ave provides more options for possible northward expansion. 14th Ave does not unless the route jogs expensively around Ballard High (or goes underground).	Hilary Mohr

04/28/2022	Place the Lightrail station on 4th Ave instead of 5th Ave because putting on 5th will harm BIPOC communities in the International District. Please consider these points from the community. Construction on 5th Avenue in Chinatown to Japantown means: Full closure of King Street, S. Weller and 5th Avenue for several years Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th Gas, water, electrical shut offs to businesses, non-profits and residents Traffic detours throughout Chinatown, Japantown, Little Saigon Daily dump trucks, cement trucks, cranes, supply trucks, delivery vehicles Construction workers taking parking from businesses Increased noise & air pollution, dust, dirt, vibrations Taking property from owners of color for demolition and resale after construction Endangering lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks in addition to prior loss of 3 blocks for Transit Tunnel Severe disruptions to: 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence 30 immigrant businesses permanently closed or forced to move Schools, daycares, programs serving thousands of children and youth Programs, classes, recreation for 1,200 elderly non-English speakers	Grace Nguyen
04/28/2022	I support Sound Transit selecting the 4th Avenue option for the Light Rail expansion. The 5th Avenue option will tear down 19 locally owned business and bring 10 years of construction to the hub of the neighborhood. I heartily support the Light Rail expansion and I want it to be done in a way that is respectful of the needs of historically marginalized neighborhoods. Thank you.	Sarah Turner
04/28/2022	Hello, While I think having more trains will be of great service to this city and its residents, I don't think putting the station on 5th avenue and blocking out many important Chinatown/ International district businesses is the answer! Please move to put the train station on 4th avenue instead to protect the livelihoods of our very important neighbors!! Thank you, Nicole	Nicole Schmidt
04/28/2022	I implore for the design of this project to not follow through, to stop. It is beyond unfair — symbolizing racist gentrification yet again.	Jessica Garcia
04/28/2022	Please don't displace ID businesses. I've heard there's an option to put the station on 4th Ave instead of 5th. That seems like a much better idea.	Irene Akio
04/28/2022	I strongly urge planners to choose the 4th Ave option to have the smallest impact on communities in the International District. As documented on pages 27 and 28, the 5th Ave options will have will have more adverse effects from property demolition and construction disruption. Businesses may not survive the disruptions and will not benefit from this project. The 4th Ave options will have the least harmful impact. We should not be causing additional harm to this vital community.	Kelly Merdinger

04/28/2022	The budget is of major concern; $73 million cost overrun before the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be re-evaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. As much as I am concerned about things monetary – the existential threat to people and wildlife is my bigger worry. I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague, superficial, and cavalier – lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The entire light rail route should be underground tunnel. Avalon station is not needed. Elevated light rail is not an option. DON'T DESTROY WEST SEATTLE UNLESS YOU ARE GOING TO START BY SACRIFICING YOUR OWN HOMES FIRST. The noise that elevated light rail will generate is a public health hazard. I'm already in complete despair over the additional train noise created by Terminal 5 and the trains that vibrate my house daily. Lisa Herbold refuses to acknowledge that this is even possible. Now you want to make it worse. DON'T SHIT ON WEST SEATTLE!	Chris Scullin
04/28/2022	Hi, I would like to urge my support AGAINST the 5th ave S options in contrast from 4th ave options as provided by sound transits prospected construction areas of the central international district. The CID has been historically subjected as an area of constant major construction projects displacing businesses, culture, and residents of the area. Though I reside out of the city, I frequently travel in the area when I travel to work, when I have late night plans to go to Oasis, when I travel to concerts or games and stop at the CID to eat at local restaurants such as pings dumplings house and more. Please support local community in their fights against the 5th ave options!	Brenda Gonzalez
04/28/2022	I am a resident of West Seattle and a Professional Engineer and would like to weight in with a few comments for the West Seattle-specific alignment options. I think a few major goals need to be met: Do not remove existing high-density housing. The entire point of high-capacity transit is to encourage transit oriented development, and the Junction area already has a great quantity of this type of housing, including some that are brand new. Any station option that removes high-density apartments or condos should not be considered. Shallow stations for underground. Many of the underground options for Avalon and WSJ are very deep, and require up to 3 escalators to reach them. This will not only increase overall transit time, but also discourages casual users from using them as its perceived to be too much effort and time commitment. No stations should be eliminated in West Seattle. Keep the Delridge, Avalon, and WSJ stations. Avalon especially has some of the densest housing density in the entire peninsula and needs high capacity transit to sustain it and prevent additional vehicular traffic from being needed. Place stations near the core. One of the alternatives for WSJ has the station placed straddling Fauntleroy and Alaska, which is absolutely not the main destination for most people taking transit to the Junction. While it is understandable that a station can not be placed at Alaska/California intersection, keeping the stations as close to that core node is incredibly important to get the ridership forecasted. Minimize aerial guideway. Many of the alternative options between Delridge, Avalon, and WSJ involve incredibly tall aerial guideways. Not only is this more costly for long-term maintenance vs. a tunnel, but it is unsightly and not befitting of the neighborhood character surrounding the guideway. Decades of research have shown where aerial guideways are installed for highways that they end up dividing neighborhoods, blocking light, and creating unusable space below them in between support columns. We want the West Seattle area to be as dense as possible, and creating unusable swaths of land due to aerial guideway construction is untenable. There was a time when aerial guideway might have made sense versus the cost of tunnel construction, but with real estate acquisition costs what they are now, and given the now-parity between the two, tunnel is now always preferable. With those main goals in mind, here is what I believe is the best option given the current alignments: While WSJ-3b at 42nd/Alaska is by far the best station location given its proximity to Alaska/California, the removal of the park space at the NW corner of 42nd and Alaska is unfortunate given the lack of public parks in the area. Additionally, removing the businesses on the SE side of the intersection (including the office building, Bartell, and other businesses) is also not perfect. Finally, the depth of the station is not ideal. In this case, WSJ-5, while indeed moving the station 1 block farther away from the core, solves these issues by utilizing low-density space for the entrances (including empty parking lots and a single standalone bank). Additionally, this station is perfectly shallow and will surely generate huge amounts of ridership. While seemingly similar, please do not consider WSJ-4, because it removes an entire apartment building at Edmunds/41st that provides high density housing.	Mark Peterson

	WSJ-5 is by far the best, because not only does it provide the best balance for the Junction station, but it is paired with the best Avalon station. The WSJ-5 Avalon station has the smallest impact on high-density housing, is easy to access given its elevation, and allows for an easy transition to aerial guideway parallel to the West Seattle bridge roadway before transitioning over to Delridge (DEL-6 is best). Aerial guideway parallel to a multi-lane highway like the WSB is not as egregious as running it through the Avalon or Junction area. In summary: WSJ-1 - Bad (aerial guideway through the heart of the Junction and removing entire Safeway/Elan 41 apts) WSJ-2 - Awful (Aerial guideway, removing brand new Maris apartments, far from core) WSJ-3a - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), bad Avalon station (deep), poor Delridge connection (only high aerial guideway down Genessee) WSJ-3b - OK (good location, bad impact on surface amenities and businesses) WSJ-4 - Bad (requires removal of high-density housing) WSJ-5 - Best WSJ station (Underground, shallow, minimal land disturbance, reuse of empty parking lots), Best Avalon station (shallow, minimal housing impact), Best Delridge connection (DEL-6). Please choose WSJ-5 as the preferred alternative for Avalon and the Junction, connecting to DEL-6. Thank you!	
04/28/2022	The CID has already had I-5 cut through it. It seems unfair and unreasonable for the new train tunnel to also cut through. I prefer the 4th Ave options, CID-1a and CID-1b.	Mindy Fung Chen Pen
04/28/2022	Move forward on the 4th	Teresa Mawi
04/28/2022	The C-ID was already critically affected when Seattle decided to construct I-5 right through the neighborhood. The fact that Seattle has once again chosen the I-CD as a place undeserving of protection is extremely upsetting. It seems to be indicative of a system that continues to value white privileged neighborhoods over people of color.	Kalene Gillespie

04/28/2022	To those who it concerns, I wanted to voice my concerns over the Sound Transit plans on 5th ave vs. 4th ave in the CID. I vehemently believe that it is up to the city to mitigate, as much as possible, the impacts of increasing public transportation. I absolutely adore public transit and the ability to get to places without a car and I fully support the city's move to expand these options. But for the plans that have been proposed, there is one option that has clearly devastating impact for a community that has been systemically burdened. People who live in the CID are those who have been systemically excluded from other housing around the city and other prospects for businesses. Throughout the history of Seattle, as I would hope Sound Transit is aware, this neighborhood has been displaced and moved around I do not believe any of the options on 5th ave are acceptable options for Sound Transit to pursue. The options on 5th ave will destroy the businesses and community of the CID in irreparable ways. Having grown up in the area and as the daughter of a Taiwanese immigrant, the CID holds so many precious memories for me. Furthermore, the food, other businesses, and people contain so much of what makes Seattle what it is. To see this neighborhood impacted and possibly destroyed when there is a less destructive option seems unacceptable. As we look to the future of the city, I hope that the Sound Transit board and city of Seattle looks to preserve this historic and incredible neighborhood. Please opt for the 4th Ave options instead of the devastating 5th Ave ones. Though the 4th Ave options would also have impact, that impact is much more manageable for the neighborhood. What is the city planning on doing to assist those who are most impacted by this project? Will the impact assessment that is under way be published for the public?	Rachael Robinson
04/28/2022	Please please do not continue with any plans to build on 5th. The CID has already been through so much with local families/jobs/businesses being displaced after Covid, building on there would be an even greater crushing blow to people that would be pushed out and have no where else to go. There will be so many people, especially elderly, that have been there their entire lives in the US and will not be able to survive being forced elsewhere. Please if anything move it to 4th!	David Dang

04/28/2022	Dear Sound Transit Board Members, Of the choices given for comment, I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor including: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. (6) significant damage to adjacent green belts and wet lands I further suggest the removal of the Avalon station. Not only is it too close to the other proposed stations, it also combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station and, by extension, the unsafe feeling will give people the reason to just stay in their car and head over the bridge. For the people who do choose to ride, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already suffering with a lack of parking, resulting in crosswalks and bike lanes being blocked by vehicles, making pedestrians less visible and at elevated risk when crossing the street. Adding even a modest 1200 daily boardings to the Avalon station will further put the remaining families (and their pets) at increased risk in our Avalon neighborhood. I do appreciate the ability you've give the public to respond to these initial routes and I do believe that you do take every serious comment into account and do your very best to seriously respond to them. But I also understand that you're selling a train here and I have some concerns that there are some alternative solutions available that maybe aren't getting their due. One alternative that I believe makes a lot of sense is to split the West Seattle Extension into two phases. Phase one could get the line from SoDo to a more southern, lower-height Delridge station aligned to take advantage of the recent transit upgrades. Later, Phase two could then get up to a Junction adjacent station and possibly a third station further south somewhere to service the ferry or some future destination. Thanks again for opportunity to comment, Alan McMurray 4022 32nd Ave SW, 98126	Alan McMurray
04/28/2022	Please do not choose one of the options on 5th that will severely impact the CID. 4th avenue is a better, more equitable choice.	Katherine Howell
04/28/2022	I'm concerned about the impact this plan will have on small businesses in the CID. Given the historically detrimental relationship between communities of color and public transit, I hope you can find an option that doesn't displace small businesses and cultural landmarks. That said, if a decision must be made then 4th Ave S is the only option that should be considered!	Emi Okikawa

04/28/2022	I understand the importance of reliable mass transit and wholeheartedly support the light rail expansion. However, it is absurd that Sound Transit would even consider the 5th Ave S options/design alternatives for the new station. The CID should not have to pay the cost of this light rail expansion for the rest of the city. A quick online search would show a number of large infrastructure and development projects that the government had forced upon the CID community by use of eminent domain. All of these projects have had adverse impacts on the neighborhood. They go as far back as redlining in the 1920s, to the construction of Interstate 5 that cuts the neighborhood in half in the 1960s, to the most recent street car construction in 2012. The government and local authorities continuously cause harm to the CID while providing lip service about centering their work around equity and uplifting underrepresented communities is quite the irony. I strongly urge you to reevaluate these options and conduct a much more thorough EIS before you move forward with the selection. The DEIS is flawed and showed white supremacy culture at work. The historic fabric of the CID includes tangible and intangible assets and should be looked at as a whole. You cannot use institutional rubrics to measure the historic significance of a neighborhood that was created as a result of racist ordinances and policies.	Ching Chan
04/28/2022	Dear Sound Transit, I submit the following comment on the Draft Environmental Impact Study of ST3: For the Duwamish crossing, I urge you to choose the North Crossing (DUW-2), which is necessary to avoid cutting into the West Duwamish Greenbelt and the north end of Pigeon Point, where a critical hillside and a Great Blue Heron habitat are at risk. The North Crossing avoids loss of vital park resources (the West Duwamish Greenbelt, Seattle's largest greenbelt) and avoids loss of a biodiversity area (Heron colony, et al). I believe these should be held paramount, and projected higher costs are worth the protection of these vital natural assets. Thank you for your consideration.	Caroline Borsenik
04/28/2022	Please do not displace businesses that have been in the ID for decades, please put the new Lightrail station somewhere else.	Sabrina Woon-Chen
04/28/2022	As a resident of C-ID, I think it would be cruel and unnecessary to make much of Chinatown fall apart for an unnecessary light rail addition on 5th Avenue, especially when there are other viable options available. The Asian population of Seattle has suffered enough due to historic transportation construction and relocation, and it is absolutely unnecessary to do it again and repeat the same oppression. The 5th Ave extention option should not have even been created let alone considered for this reason. Also, importantly, the Publix Hotel is a historic property that will be disturbed and possibly unnecessarily damaged if the 5th Ave extention proposal is chosen. Many surrounding buildings are proposed to be demolished, and damaging a historic property- one especially important to the Filipino population of Seattle- is absolutely not appropriate. I urge the city to consider the 4th Ave option. $500 million and Bartell's are absolutely nothing compared to what could be lost in this small plot that Chinatown occupies. If this city chooses to uproot several Asian owned businesses to save $500 million dollars that it can certainly afford to spend on the 4th Ave extention, I will absolutely move myself and my family away from Seattle and pay taxes elsewhere.	Lillian Johnson

04/28/2022	Once again, Seattle's Chinatown-International District (CID) is being victimized by a public works project that does little to understand the impacts on its residents, community service organizations, small businesses and their customers, while trumpeting the grand efficiencies of its project. From the 2nd Avenue expansion, I-5 and Kingdome construction and beyond, the history has ranged from projects not seeking ample community participation and feedback to indequate responses to any feedback received. That history cannot continue. With the CID in a constant state of recovery, any project alternative that results in displacing a CID resident, small business or community service, should not be considered. Coupled with impacts to King Street, the CID's core, the 5th Avenue options are not viable and must be removed. Construction is anticipated to last a duration of nearly ten years. The impacts of this long-term construction activity on the community in all aspects must be fully weighed in collaboration with CID residents, businesses and service organizations. This collaboration will help determine whether remaining options are feasible or even the feasibility of the project itself.	Edmon Lee
04/28/2022	Please extend the public comment period for 90 days, there has not been meaningful engagement with the CID community. This could have devastating effects on that already-afflicted area of Seattle. None of these alternatives seem sustainable for that community -- all cause displacement and environmental disruption and could wipe out vulnerable populations and the small businesses that are so vital to the comeback of Seattle after the COVID crisis. This only compounds problems afflicting the vitality and viability of Seattle as a whole.	Sarah Sakurazawa
04/28/2022	To Whom This May Concern: Please reconsider and do not move forward with construction on 5th Ave. for the light rail. It will serve as a huge disruption and cause economical and social harm to the AAPI community. The International District has been hit hard with Covid-19 as well as increased anti-Asian hate associated with the pandemic. The ID is finally recovering from that. If construction moves forward on 5th Avenue, you will be causing a huge setback in our community. I implore you to consider instead to move forward with construction on 4th Ave. Thank you.	Samantha Chin

04/28/2022	I am an environmental public health practitioner who leads a circular economy project at the Danny Woo Community Garden. The board should consider option C-ID-1b, 4th Ave Deep, for the West Seattle & Ballard Link extension in the C-ID segment. Positioning the station on 4th Ave is a less disruptive option because anything on 5th Ave or the diagonal option further dissects the neighborhood than its current already-fragmented state, i.e., I-5 literally cuts the neighborhood in half now. The C-ID -1b option appears to cause the least displacement (# of employees), and balances cost, operational vibrations. Here are my other questions and concerns: Based on figure ES-32 in the Executive Summary, there will be elevators to connect the platform to the tunnel to the existing C-ID link station. Growing up in Hong Kong, I'm very familiar with mature mass transit systems and transportation hubs. Elevators concerns me as it will bottleneck foot traffic during rush hours (e.g., after a game). How will Sound Transit solve this issue? 2. The C-ID has traditionally been impacted by historic redlining, environmental racism that led to poor air quality. Pollutants from I-5 traffic is one of the many examples. What is Sound Transit's plan in mitigating noise and air pollution during the construction to a neighborhood that has residents suffering from elevated levels of asthma and are already compounded by environmental disadvantages? Similarly, how will Sound Transit ensure public safety in the neighborhood? E.g., during road closures? Public safety is a huge concern in the neighborhood especially since the Black Lives Matter Movement. 3. What were the methods that Sound Transit used to come up with these options? I want to understand how did the engineers arrive at the conclusion that only these five options are viable. Are there other options for the community to consider?	Joycelyn Chui
04/28/2022	The only equitable option is to build on 4th street. The international district is a very important part of this city's history, and the fact that many businesses have been struggling recently after racist events during COVID doesn't mean the area should be redeveloped and changed into something different. Redevelopment of the international district in any form would certainly raise rents on businesses and make it more likely that remaining culturally important businesses would be pushed out.	Christopher Blappert
04/28/2022	Seattle is fundamentally a city comprised of strong and distinct neighborhoods. The CID is one of these, and is unique in that it is home to multiple Asian-American communities. This neighborhood relies on a mix of walkability, business, residential, outdoor spaces, affordability and cultural familiarity to be the strong neighborhood that it is. Some of it's special characteristics include affordable housing and desirability for older residents. Not to mention that it's a destination for Seattlelites and tourists alike. We must do everything possible to sustain and enhance successful places such as this. I should also note that doing so is a stellar example of meeting the State's Growth Management Plan. The 5th Avenue proposal is extremely damaging to the CID, and would be counter to everything that the neighborhood, the City and the State value. The great news is that there is an excellent alternative: 4th Avenue. Spending more money now, when viewed from 10 years post-construction will have been the obvious right decision, as it has been for every case like this. Thank you.	Kim Gould
04/28/2022	I am very disappointed in the DEIS and the five proposed options in the CID/Pioneer Square neighborhoods. Sound Transit is further burdening the CID, a historically marginalized neighborhood and community, on the name of progressive mass transit and environmental justice. Please reconsider and do a deeper dive with a real EIS. The CID and Pioneer Square community members have a right to fully understand what the construction impact and long term impact for each option entails - not just showing how many number of parking stalls will be removed. People's livelihood, homes, and businesses are at stake.	Ian Lee

04/28/2022	Please consider how many businesses, jobs, and livelihoods this is impacting! Do not build in 5th! Please also make this a priority job so that the work is completed in a timely fashion in order to cause less disruption to this area and provide more safety for those who work and live in the area.	Samantha Lee
04/28/2022	Can someone please explain to me in person, what is really going on and how I can prepare for what's coming along with lots of other questions.	Julie Camp
04/28/2022	Hi, I am providing feedback on the proposed project that will directly affect my home and neighborhood. I am concerned that the proposed tall and elevated tracks will negatively impact the visual characteristics of this neighborhood and overtake the natural green elements that exist today. Additionally, Seattle already experiences a lack of sunshine and this tall structure will further inhibit the small amount of light we already receive. Personally, this would affect my own well being including increased physical and mental duress. I hope that my issues are taken into consideration and an alternative is prioritized such as DEL-5 or DEL-6. The proposed lower tracks such as DEL-2a or DEL-4 also provide a good secondary option. Thank you	michele darragh
04/28/2022	Please modify and find an alternative to the West Seattle and Ballard Link Extensions. I live in west Seattle and I'm excited about the opportunity to take public transportation from my front door but not at the expense of displacing businesses in the International District. Many families depend on the livelihood of the ID.	Linda Diep
04/28/2022	• Tall, elevated tracks will destroy the character of the neighborhood and have dramatic impacts on the health and mental well-being of residents. • These tall tracks will tower in the air blocking natural light throughout the day, making the neighborhood feel trapped. • Please choose an alternative that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)	Michael Betts

04/28/2022	Greetings, My name is Doug Pierson, and I'm the production manager at Dusty Strings Harps and Hammered Dulcimers. I've been working for this wonderful Seattle business for over 22 years. Our beloved manufacturing shop at 3450 16th Ave W, Seattle 98119, lies directly in the proposed path of the new light rail line, unless this group decides, as I believe, that option IBB-1b is the way to go. Our building was custom-built to do the work we do. We would be hard pressed to find a comparable facility in or near Seattle. Ray and Sue Mooers, the owners of Dusty Strings, have worked extremely diligently over the years to keep this business viable in Seattle as the cost of living here has soared. They have always put their employees first, and they've been rewarded with a dedicated, highly skilled and loyal staff. I worry about the prospect of losing any of these great people if a light rail route is chosen that forces us out of the city. My family and I are excited for the new light rail extension. We appreciate the work you are doing, and we know you must make many difficult decisions. I strongly encourage you to choose option IBB-1b, and help us keep our Seattle business community strong! Thanks so much, Doug Pierson PS-we suspended offering shop tours due to the pandemic, but I believe we would make an exception if any of you would like to see our facility and meet our great staff! I think you'll agree Seattle's a better place with this business, these people, thriving right where we are!	Doug Pierson
04/28/2022	Hello, For the Delridge segment of the light rail plan, I am STRONGLY AGAINST DEL-1a and DEL-1b. I live on 30th avenue and Nevada. These options would be hugely determental to the community in this area. The tall lightrail track would make this community feel trapped inbetween the track and Andover. It would cut off this area both mentally and phsyically. These options would have a dramatic effect on the communitys mental health and would be an eyesore to this neighborhood. The tracks would block both green space views and natrual light throughout the day, making this community feel trapped. The tall elevated tracks would destroy the character of the neighborhood, where children, dogs, and families regularly walk around and visit the nearby Delridge park. Please choose an alternative that goes around the neighborhood, such as DEL-5 or DEL-6 (much preferred), or a lower track such as DEL-2a or 2b (lesser preferred, but still preferred over option 1a and 1b). Along these lines, for the Junction segment of the light rail plan, I would strongly urge you to consider the underground options (WSJ-3a, 3b, 4 or 5). West Seattle has a small "downtown" area and the addition of an above ground light rail and station would cut this area in half, destroying the feel of this community. Studies have shown that increased concrete (and thus lack of green space) in cities has a poor effect on the populations mental health (Zhang et al. The Association between Green Space and Adolescents' Mental Well-Being: A Systematic Review. 2020.) Thank you for accepting these comments. Cheers, Tessa	Tessa Concepcion

04/28/2022	Thank you for the opportunity to comment on the Draft EIS relative to the proposed West Seattle to Ballard Link Extension. I am limiting my comments to the Key Environmental Impacts of the Chinatown-International District Segment Alternatives (Pages ES-25 through ES-29). Given the adverse impact that the Covid-19 pandemic has had on the viability of local small businesses in the Chinatown-International District, I oppose CID-2a and CID-2b and encourage Sound Transit to adopt either CID-1a or CID-1b, which are less impactful to these businesses and will result in fewer employee displacements. The Chinatown-International District is a fragile community and its continued vibrancy depends in large part on the economic ecosystem created by these local small businesses. In addition, having more workers in the Chinatown-International District should also enhance public safety in that area. Benson Wong Former Mayor of Mercer Island	Benson Wong
04/28/2022	4th Ave is a much better alternative than 5th Ave. The latter will have economic impacts on local businesses in excess if the former. Please consider the impacts on the existing local economy.	Laura Hoberecht
04/28/2022	I am a West Seattle resident and want to voice my support for the Ballard-West Seattle Link Extension. I look forward to the completion of this project and think it will greatly benefit the city's public transit and result in fewer vehicle trips. I am greatly concerned about the proposed Chinatown/International District segment. Given the potential negative impact to the businesses and residents of this important and vital community, as well as the history of marginalization and displacement during past infrastructure projects, I support the 4th Avenue alternative over the 5th avenue alternative. Furthermore, I support an extension of the Draft Environmental Impact Statement public comment period and for Sound Transit to use such an extension period to engage with community leaders to better understand potential impacts and develop mitigation strategies for the strain that will be placed on the community during the construction phase. I stand with the many organizations, such as Transit Equity for All, The Wing Luke Museum, OCA Seattle and others, who are fighting to save the historic Chinatown/International District. The closure of King Street, S. Well we and 5th Avenue for several years, the displacement and closure of over 30 immigrant businesses and the increased noise and air pollution are all unacceptable. Please move forward with the 4th Avenue alternative and take steps to ensure that the project will not negatively impact the historic Chinatown/International District.	Brian Stein
04/28/2022	On ES-29, I think that either of the 4th Avenue options (CID-1A or CID-1B) should be pursued over the 5th Ave options (CID-2A or CID-2B). The CID is rich with culture and these businesses need to be protected at all costs. As victims of Asian hate and xenophobia, it's essential that businesses on 5th Ave are not displaced, and continue to foster community in their neighborhood. As a cultural hub for many Asian cultures, these businesses must be preserved. Although an additional intersection will be impacted by using 4th Ave, the cultural impact of the 5th Ave businesses will have longer lasting community benefits once the new stations are open. The CID would not be the same without these businesses, and I hope the CID can continue to not only survive, but thrive for future generations.	Maya Fraser-Philbin

04/28/2022	As a resident and homeowner in West Seattle I feel strongly about the placement of our new station I'm eager for the station to be built and very excited to use it. From a user perspective I strongly believe that the best option is the tunnel in Alaska Junction (WSJ-5). We've got a lot of condo buildings and new development that this option would allowed to remain. It would enable our community to be supported by transit without destroying the community in the process. It provides the most access with the least disruption. I'm also a fan because although the aerial would have originally been less expensive than the tunnel, purchasing all of the brand new developments for the sake of demolishing them will increase the cost of the project significantly while displacing the residents who likely voted for it and want it. I believe that this alternative will be the most bang for our buck and encourage the greatest amount of use and happiness in our community. Residents and visitors will have easy access to the core of Alaska junction without being totally deterred because of distance, or, quite frankly an imposing and unattractive structure. WSJ-5 for the win!	Sharon Podobnik
04/28/2022	This project will be detrimental to the well-being of the Chinatown-International District community and its visitors. I urge the halt of construction and any further pursuit of the Sound Transit expansion.	Minh Powell
04/28/2022	It is clear that putting the station on 5th Avenue will destroy businesses, directly harming residents of of CID. Putting the new station on 4th Avenue is clearly less impactful.	Braden Colaner
04/28/2022	If Seattle is to continue to be a tourist destination, we need to preserve the diversity in CID and the small businesses that make this location unique. Please consider building on 4th Avenue so we can continue to preserve this historical part of the city.	Sandra Gutierrez
04/28/2022	I would recommend the Revision thru 4th street would be the least damaging option for the international district and the community.	Charles Davis
04/28/2022	It would be incredibly hurtful to our community for the project to go through 5th Ave. It would cause much community disruption and exacerbate inequities. The route with the least negative impact would be 4th Ave. Furthermore, I recommend the project go through there.	Brian Ramirez
04/28/2022	When considering the demolition of buildings with established, minority-owned businesses as tenants, the 4th Avenue route is the better option.	Briana Boche
04/28/2022	Hello, Thank you for taking the time to review comments as part of this process. I am a resident of West Seattle, and my neighborhood is the focus of my comments at this time. We all know we live in a beautiful region, and the appearance of light rail is important. To this end, my preferences are: tunnels, especially as close to the Alaska Junction as possible 1.a. the Alaska Junction is a major hub in West Seattle, and when thinking about people with mobility issues, having stations a significant distance away from Alaska Junction is not ideal lower elevated tracks where tunneling is not an option I respectfully request that the tall elevated tracks are not considered for West Seattle. Along I-5 (North Seattle), such tracks make sense. However, West Seattle is dense and the tall elevated tracks would drastically impact the look and vibrancy of West Seattle. Peripherally related: please do not entertain the people who are pushing for gondolas, as their proposal is absolutely rubbish. A major downside about Seattle public transit is that several of the different modes available (light rail, monorail, and streetcar) are not easily connectable to each other or bus lines. Adding another mode of transportation would be ridiculous, especially when voters want light rail. Thank you, Laurie	Laurie Feldman

04/28/2022	How is are members and visitors of ID going to be affected in displacement? These decisions will massively affect the community and surrounding areas for many years. This is not something I wish for an area that I have grown up in and wish to see flourish.	Lisa Chung
04/28/2022	CID 1a and CID 1b seem most fair to the businesses in the CID, as they've historically had to readjust their businesses and homes to accommodate and construction or revision.	Danielle Rogers
04/28/2022	The proposal for your organization to expand service from West Seattle to Ballard will completely decimate the International District in Seattle if the 5th Ave option is chosen for the tunnel. Not only is this a gigantic waste of money because very few Seattlites actually use your horrible service, but you are destroying history, heritage, and a powerful, strong community that is very historic in the entire state, if not the entire country. Sound Transit's history is subpar compared to that of the International District, and your costs are overly outrageous as well. The ID has been around for almost 100 years. You guys? You guys will be bankrupt by then. I am so outraged and horrified at the fact that big business is even considering this.	David Sanford
04/28/2022	Choose the 4th Ave option in Chinatown-International District! We need the option that causes less disruption to the neighborhood. Thank you!	Nell Gross
04/28/2022	Please consider an alternative for the Chinatown-International District proposal such as 4th Deep or 4th Shallow. All 5th avenue options would severely displace the already fleeting Chinatown businesses. This neighborhood has already been hit hard with the COVID pandemic and the surge of homelessness and crime. Please do not continue the destruction of this beautiful neighborhood/tourist attraction by construction the station on 5th AVE.	Justin Tanapukdee
04/28/2022	I was born and raised in Seattle. I've called Chinatown my home for most of my life. Most of my formative years took place right on 5th Avenue. We cannot displace any of these businesses that have made our community a home. I ask that we move forward on 4th and keep as many businesses preserved as we can	Diana Ratsamee
04/28/2022	I strongly oppose the station options as they have put forth because they will have immense detrimental impact on the local neighborhood, community, and small businesses in Chinatown - International District. I urge Sound Transit to consider this critical issue and suggest more compelling station options.	Jang Wook Huh
04/28/2022	It makes me so happy to live in a city that champions local businesses and shopping small. The Chinatown-International District is by far my favorite part of Seattle, and it is a thriving neighborhood with so many of these great small businesses. I ask that you please consider opting for Sodo routes that would use 4th Avenue instead of 5th Avenue, so that we do not end up pushing out more hardworking store owners than the pandemic already has. Thank you for your thoughtful consideration.	Victoria Pocklington
04/28/2022	Please consider an alternative for the Chinatown-International District proposal such as 4th Deep or 4th Shallow. The 5th Ave option would detrimentally impact the small business and the historical significance that the International District carries. Have the station built on 4th Ave would be less disruptive and would not displace small businesses that currently still support the economy of this area. The community has already been through a lot with COVID and hate crimes. Having the station built through 5th Ave would split the community in half here and cause many business hinderances with the construction. Let's try to save historical areas in Seattle and not continue to put down a community that is already hurting from recent issues. There can be alternative routes but having it on 5th Ave SHOULD NOT be an option.	Melissa Feng
04/28/2022	how many regional transit hub is sound transit building? one! where are regional transit hubs located in other major cities? downtown! why is this regional transit hub in cid? racisim! if you can make modification to this line to accommodate a newly build apartment complex of 300 units, you can make an accommodation to this design in historic cid	Yin Yu
04/28/2022	Please consider running the new light rail extension through 4th Ave in the International District to minimize the impact on the ID/ Chinatown community and business district. Thank you!	Jessie McAbee
04/28/2022	Expanding Sound Transit in the CID for the WSBLE project will displace small businesses and low income immigrants. There are so few walkable neighborhoods in Seattle. This expansion will hurt an already vulnerable community.	Mathilde Xiao

04/28/2022	Please select the 4th Ave option for the light rail expansion. I am Concerned about the city ruining the International District which is an important treasure to the fabric of Seattle. Do the right thing choose 4th Ave option Thank you for your work on this and listen to the people. Respectfully Carol Coleman	Carol Coleman
04/28/2022	Preserve the Chinatown International district!!! We have seen this neighborhood disrupted time and time again with development of I -5, the Kingdome, and most recently, Covid-19 racism and discrimination, which gravely hurt a number of businesses. For this reason, 4th Avenue options 1a and 1b should be your only consideration. When selecting, ask yourself - for whom is this benefitting, for whom will this be easier? Closures and impacts to the western border of the Chinatown International District does not benefit and is not easier for our pan-Asian community and all those who frequent the neighborhood. 4th Avenue Options ONLY	Mari Sugiyama
04/28/2022	The DEIS cannot go forward without a comprehensive study as to how it will affect the lives of the people living where construction will take place. Do not begin construction if it means displacing community members.	Cameron Coates
04/28/2022	I support the 4th street shallow. Please don't take away what little we have left in our International District.	Jennifer Kwong
04/28/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate	Claudia Villa

04/28/2022	I am commenting regarding the Delridge segment of the West Seattle Link extension. I oppose any alternatives that require the relocation of Alki Beach Academy in the Frye Commerce Center (2414 SW Andover St). Alki Beach Academy is a large child care center with plans to grow exponentially in the near future, becoming the largest child care program in the city. With the child care shortage as it stands, worsened by the pandemic, the last thing we should be doing is displacing the programs providing the type of high-quality early learning opportunities our children desperately need. In terms of meeting the Delridge community with the light rail service it needs, stations further south on Delridge would provide a much more accessible transit system than DEL-5 or DEL-6. Retaining a large child care provider in the vicinity of light rail is also in line with the equitable transit-oriented development goals, which Sound Transit and local/regional governments are supposed to emphasize (North Delridge Action Plan, Equitable TOD Policy, VISION 2050, Seattle Comprehensive Plan, Growing Transit Communities Compact). As Seattle continues to grow, it is vital that we maintain -- or, better, improve -- access to certain core services and amenities, including employment and education opportunities. Especially high-quality early learning services that help our young children develop the social and academic skills for future success. If required to relocate, Alki Beach Academy will be a 20,000 square foot facility serving at least 300 children at the time of its move. A move of this size, cost, and complexity is not one that is financially feasible for the program, will guarantee they move out of West Seattle, and would have tremendously detrimental impacts on the provision of child care in 98106. It would also cost at least $1.5 million and require 24-30 months to engineer, design, plan, and renovate any replacement location. At its future size, Alki Beach Academy will provide nearly 1 in 4 slots for infant care and 1 in 5 overall child care slots in our zip code at a rate 10% below the median cost of care in Seattle. As a parent of a child at Alki Beach Academy, I am asking that Sound Transit allow this program to continue serving our community as they have for nearly a decade. Please do not force them to relocate	Mario Villa
04/28/2022	I am a lifelong resident of Seattle, my family is very connected to the Seattle Chinatown International district, we are directly intertwined into this community from volunteering, working, and owning businesses. My dad to this day has worked in the community for over 45 years. I have traveled across the world and have marveled at their implementation of their mass transit systems and was hoping one day Seattle and its surrounding areas can have that. Because of this I have been a major supporter of all the Sound Transit, especially the link light rail, including the increase taxation of and fees that came with ST3. However any options of taking a part of Seattle Chinatown community (5th Ave S options) I cannot support. It is harmful to the community that has been greatly impacted by many generations of discrimination, from the removal of Japanese Americans and interning them in 1942, the demolishment of Japanese and Chinese businesses to erect I-5, to the current issues with the pandemic and rise of anti-asian hate rhetoric. The community has suffered and rebuilt each time, but when is it enough to keep kicking a historically ethnic community down. Sound transit already disrupted the lives of South Seattle a predominant minority neighborhood. Instead of having an elevated or underground light rail it chose the light rail to be on the street level with regular vehicle traffic, while other parts of the light rail was elevated or underground in less diverse neighborhoods. I implore Sound Transit to please continue to explore further ramifications of all its options and while all options are harmful to this community. The 4th Ave S options is the least harmful and any option on using 5th Avenue should be thrown out. We must keep the diverse neighborhood of Seattle Chinatown International district whole.	Randall Wo

04/28/2022	I am a homeowner on 26th, near Andover and the Youngstown Flats, and have been a West Seattle resident for 8 years. I feel so privileged to live in an urban neighborhood that incorporates the beautiful Longfellow Creek nature trail and the wonderful Delridge playfield in walking distance. I approve and support the development in West Seattle over the last decade, and an elevated West Seattle Junction station would destroy the unique character of the community, which wonderfully blends urban and suburban characteristics (I grew up in Mill Creek, WA). The costs of the Andover station do not justify having a third station so closely linked to the Alaska and Delridge stations. The cost savings of removing the third station from the project would be better spent supporting a tunnel to the Alaska Junction. Referring to the Executive Summary (ES-17,18) I support Andover Street Station Lower Height Alternative (DEL-6). It has the lowest residential impact (which should be a high priority given the housing market of the last 10 years), the least impact on the green characteristics of the neighborhood, and the lower height prepares for connection to the very important tunnel alternative in the West Seattle Junction Segment. Referring to the Executive Summary (ES-21,22) I strongly support the Medium Tunnel 41st Avenue Station (WSJ-5) to preserve the characteristics of the West Seattle Junction area, the business park, and the grocery stores. This is also the SECOND CHEAPEST OPTION, with the lowest number of businesses impacted and the second lowest number of residents and employees impacted, and the least impact to parks.	Carol Storch
04/28/2022	Please do not build the transit center on 5th Avenue. This will severely impact and hurt our AAPI community. This area is sacred and so rich with history, that building this would take away both homes and jobs. I urge you to come up with alternate solutions. With all that has happened with the pandemic and Asian hate crime, we need a win for our community, and this would be going backwards.	Sarah Lam
04/28/2022	I am sick and tired of watching Sound Transit mow down hundreds of trees to put in a LRT line that should have gone up the middle of the freeway like BART has been doing for decades now - who are you kidding with your %(*$%% 'tree planting' program now having done all that? and now you are already doing it again southbound to tacoma and likely for the other two lines. WHEN will you pull your heads out of your overpaid, over-taxing ASSES and protect our climate first? you are liars and tax cheats, plain and simple, and WE have to pay for it? See you in 25 years when our climate is truly f'd by shitty planning from the likes of you and those 'tree plantings' had been left to die on the vine through lack of care while the hundreds of conifers you mowed down are long, long gone - F you.	kevin orme
04/28/2022	Please avoid harming the ID/ Chinatown. After all they small businesses have endured during the pandemic and the ongoing anti-Asian hate, please reconsider. Perhaps take out one of the car lots instead!	Shannon McCann
04/28/2022	For the Chinatown-International District Segment: while the Fifth Avenue alternatives are favorable in terms of cost, estimated duration of construction, and disruption of traffic/transit patterns as listed in Table ES-5, Sound Transit should seriously consider the long term effects on small businesses affected by the Fifth Avenue option. I strongly believe that the potential displacement of 19-27 (CID-2a) or 18 (CID-2b) small businesses is not a justifiable outcome for businesses and community that have already been deeply impacted by the COVID-19 pandemic.	Megumi Matsushita
04/28/2022	ID is an important neighborhood to me as a Chinese American. I'm concerned that the prolonged construction will do permanent damage by displacing businesses and people that give ID its identity. Additionally, air pollution and sound pollution will certainly keep hurt the people and business that remain. While the 4th street options are better on paper, I'm still concerned that the only options are those that will affect businesses and residents. Is it possible to consider areas that wouldn't displace any person or business? Public transit shouldn't come at a cost to anyone, especially those who need it the most.	Alan Zhang
04/28/2022	Please do not build a station on 5th street in the International District, it will seriously disrupt the small businesses there and fragment the culture of the international district that has been steadily building.	Ava Ross

04/28/2022	I am in support of the 4th Ave options instead of the 5th Ave options. Do not displace people in the CID.	Joshua Berl
04/28/2022	Time and time again, Sound Transit will be negatively impacting the lives of its most vulnerable with the implementation of the the new West Seattle & Ballard extension. The Chinatown-International District is home to many businesses, non-English speakers, elderly communities, and BIPOC communities. The estimated 11 years of construction would displace businesses and communities. Buildings where our beloved community restaurants are will be demolished and displaced. The proposed construction will require years of street closures and loud machinery for 16 hours a day, which will greatly impact the quality of life for those in the area, while simultaneously impacting air quality. This isn't the first time the community has experienced wrongful decision making at the hands of the government. The government's decision making has come at the cost with the community's residents, businesses, and cultural identity. Unfortunately, there has been a theme of continuous attempts to displace our communities with careless decision making. I ask that your repeat history over again as we've already experienced in years past.	Kirsten Garcia
04/28/2022	I am commenting on the CID station specifically to strongly urge you to move forward the 4th Ave option, and not the "diagonal" 5th Ave option. As the draft EIS notes, the CID neighborhood is a unique historical neighborhood and is highly significant to communities who rely on that specific location for cultural connection and anchor. Not only do the buildings hold cultural significance, but most of the BUSINESSES themselves directly reflect and represent the Asian communities and cultural significance of the neighborhood. These are not businesses that could simply find another location in the city and still survive. Displacing 5 to 8 businesses for the 4th Ave station option, versus displacing 18 to 19 businesses for the 5th Ave station option, is a huge difference in impact for this unique cultural ecosystem and beloved gem of a neighborhood and part of what makes Seattle the city it is. Plus, these unique businesses in the CID have already been struggling because of the pandemic and loss of income. Displacement of such a significant number of CID businesses with the 5th Ave station option would cause even more devastation. Community members from the CID are calling for support of the 4th Ave option as the less harmful of the two, and I stand in support of them.	Sierra Nelson
04/28/2022	The rich history and culture of the CID has already been disrupted and marginalized in Seattle History with the dissection of the community with the development of i5 and the stadiums in the backyards of predominantly low-income, multigenerational families. The pandemic and recent anti-AAPI hate has unfairly doubled down on crime and vulnerability to this neighborhood. CID-1A and CID-1B should be reassessed and relocated out of the CID to avoid more disruptions to family owned small businesses in this historic district.	Tanya Subcleff
04/28/2022	I commute through Chinatown and visit for food/shopping at least 3x a week. The neighborhood is special because of the small businesses like Seattle's Best Tea and Ping's Dumplings. I'm worried about the impact of ST's presented options and the impact on the neighborhood's businesses and character. How will you mitigate construction stress/negative impacts on our small mom and pop shops? What the noise and health of our older residents? My mom's friends live in Chinatown and already have to deal with lots of noise & debris from construction—to the point that they don't feel like they can relax in their own homes. How will you make sure that older, low-income residents like my family's friends won't be stuck living in a construction zone for years? Will they be able to talk to ST (with interpretation) and have their comments/questions change existing plans or change how ST handles the construction process? Chinatown is a neighborhood and home for many of my friends and family; it doesn't need to become a transit hub. I commute using the light rail station in Chinatown all the time and the transit options are ok. How will your plans affect the connections with Metro routes that run down Jackson? Your website says that ST values equity and makes decisions with that in mind. I'm not sure how displacing our neighbors and routing more traffic through a very small neighborhood is demonstrating equity. Respectfully, neither the 5th or 4th Ave station plans seem like they really take into account the rippling effects on our vulnerable populations.	Tyler Neff

04/28/2022	Please prioritize long-term benefits to riders over short-term disruptions and costs. In particular, keep stations shallow, optimize placement for convenient access and transfers, and design in options for future expansion. Short-term construction impacts should play very little role in the decisions. In short, follow Seattle Subway's recommendations: https://seattletransitblog.com/2022/04/13/seattle-subways-summary-recommendations-for-the-st3-deis/	Steven Stroiney
04/28/2022	I'm writing in regards to the proposed Chinatown/ID light rail expansion. I strongly encourage you to choose the 4th Ave S route option. 4th Ave is already mostly just a traffic arterial and construction there will only be a small inconvenience to traffic. 5th Ave S is a vital commercial hub for this community, full of thriving small businesses. If this route is chosen, it will result in the demolition of some buildings which house these businesses, requiring them to close or move and leaving hundreds of people unemployed. The construction equipment and detours will further disrupt the community and negatively impact local businesses. Please do the right thing for this community and our city as a whole and choose the 4th Ave S route. Thank you!	Tasha Santos
04/28/2022	In section 3.2.1 of the Appendix G: Environmental Justice, SoundTransit states, "The Seattle Chinatown Historic District is listed in the National Register of Historic Places and is a City of Seattle Landmark District, and is historically and culturally important to the Asian community and the City of Seattle." Please respect the community by choosing the least disruptive option for local businesses and residents, and build the CID station on 4th Ave S (CID 1-a, 1-b). Thank you!	Linnea Lippart
04/28/2022	I support the Wing Luke statement for opposition to the stations as they exist, and calls for a more thorough study on impact to the local neighborhood and community. It will destroy the neighborhood and the community that resides there for generations.	Huong Nguyen
04/28/2022	Please reconsider the options on 5th Ave for the Chinatown-International District area. The affected businesses expand beyond that area due to the interconnected Asian communities and businesses. Parking situation is already tough in that area and businesses are struggling. The communities in South Seattle have been negatively affected by many decisions that haven't been communicated well with the local community such as the changes to traffic lanes and above ground light rail. Please minimize impacts to Chinatown-International District area and keep the work on 4th Ave.	Quinn Ma
04/28/2022	Build on 4th ave not 5th. CID has already had a major freeway cut through. We don't need another construction project displacing businesses right through the heart of CID.	Rowena Johnson
04/28/2022	Please strongly consider using 4th Avenue instead of 5th Avenue for construction. The CID should not be sacrificed when there is a better alternative - 4th Avenue - regarding construction. The CID will be permanently damaged by long term shutdowns if construction is located on 5th Avenue and neighboring streets.	Sandra Lee
04/28/2022	The Chinatown station option CID-1b is the better option. We should listen to the neighborhood leaders and minimize the destruction of Chinatown as well as connect the train line to the existing Link light rail to the airport.	Samuel Mitchell

04/28/2022	I welcome the ability to comment on the draft EIS for the West Seattle-Ballard Light Rail Link. The Seattle Chinatown is an important historical landmark and cultural center for the city's Chinese and Asian American residents. Impacts to Chinatown, both during construction and during operation, should be carefully considered, and the one which will least impact the general day-to-day of residents and businesses in the area should be chosen. While both the 4th Avenue S and 5th Avenue S routes would be disruptive, a route through 4th Avenue, nearer to the edge of the Chinatown district, would be less disruptive and have less impact on Chinatown business than placing a route straight through Chinatown on 5th Avenue. 4th Avenue is already a greater thoroughfare for vehicle traffic than 5th Avenue, so having the rail go there also makes sense. The benefits of avoiding 5th Avenue more than make up for the incrementally higher cost for the 4th Avenue alternatives. Sincerely, Evan Lum	Evan Lum
04/28/2022	Due to the proposed impact to the Delridge corridor there are two options that seem to be the better options. Due to less neighborhood impact the options DEL-5 and DEL-6 for the West Seattle Sound Transit route would be the ideal options.	Kris Wilson
04/28/2022	I did not know that the West Seattle link would go through the International District. Please don't have the light rail go through the International District. It will again ruin another community of color. International District is an important community to Seattle. Thank you for reading my email.	Kristen Desjarlais
04/28/2022	Hello, As a concerned citizen in north delridge I am concerned raised, elevated tracks will cast noise and an unsightly view from the neighborhood and golf course. I also worry with rising costs of concrete and it's failure rate as we have seen in the bridge that this might not be the best solution. Please choose an alternative design that goes around the neighborhood (DEL-5 or DEL-6) or a lower track (such as DEL-2a or DEL-4)	Andrew Israel

04/28/2022	This is a a response to the DEIS draft Traffic impact. directed at appendix N.1A Attachment N.1A Transportation Technical Analysis Methodology Table N.1E-13. DEL-5 and DEL-6* (cost 3rd party) shows the least impact for traffic in Youngstown during construction timeline. Other alignments have longer impact timeline. Neighborhood impact Appendix J Del-1a, Del-2a*, Del-2b* alignments would impact recently improved housing and neighborhood community. Similarly Del-3, Del-4* alignments impact recently improved housing and neighborhood community. Delridge Segment DEL-5 and DEL-6 would move the alignment closer to Spokane st and closer to the park and ride facility, lessen impact to community in Del-1a, Del-2a*, Del-2b*, Del-3, Del-4*. alignments. I would rather have the alignment and its impact in the front yard of the nucor steel as they benefit directly from sound transit construction in the form of rebar used throughout. I would think there would be far less impact in the delridge segment/station with alignments Del-5 or Del-6*. The Appendix J Delridge Segment Del-1a,Del-2a*, Del-2b*, Del-3, Del-4* shows the demolition of the same neighborhood. Why would those impacted most in these alignments want it there when there is an alternative offered in front of the steel mill? Sleepy office park (Del-5/Del-6*) or new towhomes demolished (Del-1a,Del-2a*,Del-2b,Del-3,Del-4*). Del-5 or Del-6* would serve the needs of the community in the Delridge segment with the least impact. Even this alignment would change the area in unforeseen ways. I don't think near enough of the communities have seen Appendix J for a clearer understanding of the exact impact of the current Draft EIS. My comment and opinion.	Tracy Slatten
04/28/2022	The 4th street option is best, it will impact less businesses	Qing Wenes
04/28/2022	I'm concerned about the impact that building 5th avenue will have on businesses and the community in the Chinatown-ID neighborhood. The 4th avenue option though not without costs would mitigate these harms.	Kyra Arnett

04/28/2022	I am voicing my comment on section ES.3.1.2.2. and specifically want to call attention to Table ES-5 "Key Environmental Impacts of the Chinatown-International District Segment Alternatives". Though alternatives CID-1a and CID-1b have the highest cost, that includes potential third party funding for the 4th Ave viaduct reconstruction. Not considering that additional cost, those alternatives are empirically better than the two 5th avenue alternatives. Now let's consider the costs that are harder to measure. The 5th avenue alternatives, CID-2a and CID-2b, both have over 18 business impacts. The economic and cultural impact of disrupting so many businesses in such a historic neighborhood (that is also very popular with tourists) would be devastating. I hope other comments elaborating more on the need to preserve and protect the existing community in the CID are strongly considered. Though the costs may be cheaper to City Hall with alternatives CID-2a and CID-2b, the immeasurable cost to the already marginalized community of CID must be at the forefront of our concerns. Also consider the possibility of a Stadium station closure bringing more foot traffic and business to the CID as pedestrians are rerouted to walk from the CID station to the stadiums. We should prioritize the impact on the most vulnerable and most affected. Thru-traffic can be rerouted, and drivers temporarily passing through can be diverted. But the community and businesses in the CID cannot be destroyed if we care about building robust communities and economic centers our city can be proud of.	Imran McGrath
04/28/2022	Please ensure prioritized transit and cycling connections to all light rail stations as part of this project. If the Avalon station is to be deleted in favor of tunneling, please ensure transit connections from 35th have on-street priority to the remaining stations.	Chris Rodkey
04/28/2022	I don't want any further slicing and dicing of Chinatown/ID. This cultural space is just beginning to recover after a disproportionately difficult covid period and the construction in the heart of C-ID would cause irrecoverable harm.	Alyssa Lew
04/28/2022	Hi there, I read the article on Crosscut about how expanding the light rail on fifth could harm the Chinatown-International District businesses and community. Our community does not have a price tag. I strongly urge you to please consider building underneath Fourth street rather than Fifth street, to protect and support the vibrancy and beauty of the C-ID businesses and community. Thank you for your time and consideration. Warmly, Kaitie	Kaitie Dong
04/28/2022	I've lived in West Seattle in the North Delridge neighborhood since my wife and I bought our first home in 2016, after renting in Admiral for two years. I've mostly enjoyed it as a place to grow a family and raise my kid, and I've approved of the development in the neighborhoods we've lived in. I don't think a elevated junction station would be good for the character and quality of the neighborhoods it will impact. Best case scenario is that the junction would look like 5th with the monorail tracks near Amazon. Additonally, I can't imagine the benefits to commuters from a third station on top of Delridge and Alaska being worth the cost.	Kyle Freemantle
04/28/2022	Sound Transit should consider options that don’t displace residents and businesses in the CID. I’m concerned about both the short and long term impacts on the community there.	Yates Coley

04/28/2022	Please consider the impact that this project has on the people who are currently living and working in this area. The CID is home to so many communities and businesses that are important to not only that area, but Seattle and even the PNW.	Tan Nguyen
04/28/2022	Please don't build through 5th Ave as it's harmful to the community and demolishes historic buildings that are cultural resources. Please use the alternative plan and use 4th instead.	Airy May
04/28/2022	I'm deeply concerned about the impacts to small businesses (and the neighborhood at large) that will result if alignments on 5th Avenue move forward. When I lived in Seattle for 5+ years, I used public transportation — and often the light rail — as my main way to get around the city. I agree that we need more and better access to public transportation. But any future changes should not be at the expense of the CID, which has already endured many construction and transportation projects to date. Please reconsider these options on 5th Avenue that will displace businesses and cause significant construction impacts.	Lauren W
04/28/2022	I do not support light rail on 5th Avenue. Sound transit changes the rules and never genuinely listens to feedback from the community as evidenced by what happened in south seattle as well as what happened in on mercer island. We lived right on the commuter corridor in south seattle and it could have been a wonderful project for the community. No park and rides were put in, the developers made millions and reduced parking in the name of TOD, all of it was put above ground, and the bus routes were decimated. I could go on. Now, listen to the people and do not impact Chinatown or the ID.	Tom A.
04/28/2022	We must learn from our history and we must do better! We cannot keep disrupting communities.	maureen dollar
04/28/2022	I'm an Asian American resident of Seattle, and I'm extremely concerned about the impacts this project will have on the Chinatown International District. I'm especially concerned with the 5th avenue options and the harm that would do to the CID and Asian community of Seattle. I urge you to move forward with the 4th Ave (CID-1a) option and NOT any of the 5th Ave options which would do extreme harm to many beloved & crucial businesses and AAPI community gathering spaces. How will Sound Transit ensure that the least possible harm is done to the neighborhood community, especially considering a history of harmful infrastructure projects in the area? (for instance, the construction of the 1-5 which divided the neighborhood in two). Again, I urge you to go with the 4th Ave 1a option which would be the least harmful to the area, its residents, and its businesses. Thank you.	Angela Huang
04/28/2022	Hi, I've been a long time Seattle resident and the Chinatown International district is a very important space for me, my family, and community. This proposal for the new light rail expansion doesn't make any sense. We shouldn't be demolishing beautiful historical sites and up root small businesses in Chinatown when we have a more viable option along 4th. Thank you for listening.	Lynn Bui
04/28/2022	Seattle's Chinatown-International District is far too important culturally and historically to be broken up by this construction.	Catalina Valdez
04/28/2022	Please choose the 4th ave option supported by CID community members.	Hillary Coleman
04/28/2022	Hello, for the Chinatown-International District alternatives, please do not build on 5th Avenue. The 5th Avenue alternatives would mean construction in the heart of the Chinatown-International District, and further damage the Asian American community that has already been suffering from the effects of the civil unrest of 2021 and COVID.	Andrew Gong
04/28/2022	I'm opposed to tearing down businesses in the Chinatown-International District area. If the space is used for transportation how will the businesses currently in the area be supported? Will we be providing these businesses shop spaces underground… similar to other major cities with large transportation systems? Are we going to continue the gentrification of this city?	Alexandria Rivas

04/28/2022	When deciding where to build a station in the CID segment, please move forward with the 4th Ave options only. Building on 5th Ave will negatively impact the local community by disrupting, displacing, and eliminating key businesses there. The 5th Ave plan will also subtract anywhere from 20 to nearly 200 parking spaces in our growing city, where parking is already competitive. In section 3.2.1 of the Appendix G: Environmental Justice, SoundTransit states, "The Seattle Chinatown Historic District is listed in the National Register of Historic Places and is a City of Seattle Landmark District, and is historically and culturally important to the Asian community and the City of Seattle." Given that SoundTransit understands the great cultural importance of the CID, please understand that building along 5th Avenue will work against SoundTransit's mission to support the greater Seattle area. Avoid building along 5th at all costs. Thank you for your consideration.	Ian Britz
04/28/2022	The International District 4th Ave route would be less invasive than the 5th Ave alternative, and the optimal option for those living and working in the neighborhood.	Courtney Parker
04/28/2022	Thank you for the great job reaching out to community and working on getting more mass transit to our City. For equity and cost reasons, please consider only the 4 preferred Ballard Station options in the EIS. NOT Central Ballard. Top reasons to maintain the four preferred options 1)East Ballard is under-resourced relative to other Ballard neighborhoods and in the next several years it will be one of the most densely populated areas. 2) Keeping it on 15th or 14th will provide a better, more efficient connective network for people coming from Crown Hill, Whittier, Blue Ridge, Greenwood, Phinney, Wallingford. Busses would only have to head to 15th or 14th as opposed to diverting to go into Central Ballard. 3)There's also a lot more opportunities to develop dense housing allowing more opportunities for people to live closer to mass transit. I live in Sunset Hill with my family and have a rental property in central Ballard. So advocating for central Ballard station would actually be to our benefit. But I realize the City has more to gain by maintaining the preferred options by keeping the project going, not delaying it, saving money, providing transit to other areas in Ballard that need it, and create a better connective network of transition to more neighborhoods. Of the 4 Ballard station options, I hope you choose either the Tunnel 15th Ave (IBB-2b), or my second choice, Tunnel 14th Ave (IBB-2a). Both tunnel options are the least disruptive to businesses and neighbors that live, work, and commute in that area. Additionally, it'll provide the most gain by not having a elevated structure dividing the neighborhood, creating noise, and a visual eye sore. Our neighborhood can't afford all the construction an elevated option will create. Considering costs between all the Ballard station options, there's more gain from the tunnel options relatively to the same amount of money. This comment is coming from a long time Ballard resident (over 35 years) who has been in the neighborhood since elementary School.	Jules Posadas
04/28/2022	Please move forward with the 4th Ave route for the Chinatown / International District link, in order to minimize the impact on the many long-standing community businesses there. The 5th Ave alternative would have an unnecessarily large impact on the community, to whom so many other detriments and injustices have already been committed. My family has been saddened to see family businesses close down that contributed so much to making Chinatown what it was, and we don't want to see more of that happen when it can be avoided.	Length Crowley-Hall

04/28/2022	I stand with my community in being STRONGLY AGAINST the transit options along 5th Ave S. The Chinatown-International District has suffered immensely in recent years — constant construction, displacement + loss of cultural spaces, hate crimes among small businesses and elderly... the list goes on. The CID cannot afford to lose more. The 5th Ave options will 1.) demolish longstanding businesses that have been a staple to Seattle, and 2.) further decrease the quality of life for residents through nearly a decade of closure and construction. It is extremely disheartening to see how our local government can only see the CID as infrastructure opportunity and not bat an eye at the consequences it would have on the people. Building and improving Seattle public transportation is important, but not at the expense of a community that is so central and dear to our hearts. We urge Sound Transit to pick 4th Ave Shallow (CID-1a) to avoid direct effects on the CID.	Jennifer Vuong
04/28/2022	Please move forward with the 4th Ave route for the Chinatown / International District link, in order to minimize the impact on the many long-standing community businesses there. The 5th Ave alternative would have an unnecessarily large impact on the community, to whom so many other detriments and injustices have already been committed. My family has been saddened to see family businesses close down that contributed so much to making Chinatown what it was, and we don't want to see more of that happen when it can be avoided.	Alicia Crowley-Hall
04/28/2022	If you build the light rail down 5th in Chinatown, not only will the impact be devastating to the community—the job loss and displacement will be too big a cost for this vibrant neighborhood to bear. That's a no from me.	Sieglinde Levery-Nicholas
04/28/2022	The 5th Ave. options will seemingly displace the heart of the Chinatown International District community and businesses. If a station expansion must happen, it seems that the 4th Ave. options (CID-1a, CID-1b) will make the most sense. Plus, closer proximity to Union Station and the 4th Ave. bus routes will better help commuters like me.	Patrick Pineda
04/28/2022	Thank you for including a tunnel alternative and option in the environmental review for the Interbay/Ballard Segment. In section 2.1.2.2.5, I disagree with the alternatives for an elevated structure to the current Ballard Bridge crossing area, and highly recommend and request the either of the 2 tunnel options for this area (14th or 15th). I'm concerned the "preferred alternative" and other elevated alternatives will impact to the maritime industry during and post construction. I'm also concerned the height of the elevated structure mentioned in the draft EIS would highly impact the visual quality of the area. I appreciate your consideration of my comments and hope one of the tunnel alternatives will be chosen for the Project design and construction.	Laurel Hansen
04/28/2022	I think reviewing the Ballard station to consider 20th again would be important. Previous studies concluding it wouldn't increase ridership almost don't make sense. I'd like to indicate a preference for underground rail as well. Underground rail just bypasses a number of complaints current residents have that are hard to solve, and reliability over water could be impacted if bridges of any kind need to raise. And preference for shallow line downtown.	George Chen
04/28/2022	The impact to Chinatown should be considered with 4 of your 5 proposed routes for this expansion. As shown on your slides, the number of businesses under threat ranges from unacceptable losses, to absolutely disgusting. After two years of COVID-19 and rising racism against those in CID, on top of the systemic racial violence that is continually lobbied at the community, Sound Transit should do more to prevent the further destruction and damage to the CID. The proposed construction paths, and timeline would cause irreparable harm to many of the multigenerational families who have lived within this area, as well as harm those who will have to attempt to survive through the construction period, and all of the consequences that will follow.	Brett Kodama

04/28/2022	The CID is an important community not only for the people that are living and working in the area but also everyone in Seattle. It is also an important and historic landmark which are visited by many people from all around the world.	Newie Nguyen
04/28/2022	I liv near the CID. Please move forward with the station on 4th to minimize the impact on the neighborhood and community. A station would be too disruptive to a community that has already had suffered much disruption.	Mykhanh Pham
04/28/2022	I urge you not to build on 5th Ave, doing so would be disruptive and damaging to the community and businesses there. 4th Ave is a better option. Don't carve up this neighborhood even more..	Tobey Solomon-Auger
04/28/2022	For section ES 3.1.1.2 - the Duwamish Segment, Option DUW-2 is significantly prefrable than the others for these reasons: Reduced noise for Pidgeon Point Residences Reduced impact on Blue Heron habitat No guideway columns in the water. Zero residential displacements. Fewer employee displacements Even though it negatively impacts some business, because it puts the needs of wildlife and human residents of the area above the needs of business. Thanks, Susannah Scott (Alaska Junction Resident)	Susannah Scott
04/28/2022	Dear Sound Transit, My name is Ryan Avery at 4308 26th Ave SW Unit D. I'm writing to express my excitement and concern about the DEI report outlining plans for the light rail. I support the light rail, but want to emphasize the jarring effect it would have to build in the middle of the Youngstown neighborhood. Many more folks would be displaced, including myself, from an area that has offered one of the few (barely) affordable neighborhoods to own a house in Seattle. It would also place the noisy loud rail in the middle of a neighborhood, which would bring adverse effects to life and livelihoods for many folks who work from home. I think it would be much better to go with the Andover street station plan with the tunnel option instead of the Dakota station plan. Moving the station a little north would not be overburdensome for the majority of ridership (Youngstown, North Delridge) but would preserve the neighborhood, offer less noise impacts, and still provide all the benefits of a light rail station. From looking at these slide presentations, many less units would be displaced, cost is same or cheaper than the pink preferred alternatives, and less units would be impacts by noise given that much of the rail would border an industrial plant. (Source: https://westseattleblog.com/2022/03/dozens-of-questions-answers-comments-sound-transits-west-seattle-public-hearing/) I think West Seattle would benefit from light rail (even though I'm personally getting by fine with biking, buses, and car). At the same time, we need to preserve neighborhoods that are more affordable than the high income areas up the hill. I implore Sound Transit to consider changing the preferred alternative to the Andover street station (preferably the tunnel option) and to make concerted efforts at securing the funding and other support to make this possible. Sincerely, Ryan Avery	Ryan Avery

04/28/2022	To the Sound Transit board of directors- I have been a resident of Seattle for seventeen years now and I take the light rail every single day. I am generally excited for the expansion of the light rail and how it can connect our city but am concerned at some of the options to expand in the Chinatown International District both in terms of the environmental impact and displacement of already vulnerable residents and businesses. If I may be so frank, both options on 5th Avenue (CID-2a and CID 2-b) sound disastrous and should not be considered. I fear that some businesses such as Ping's Dumplings, who have already been strained by the pandemic, would disappear completely if they were to lose their current location. I would hate for culturally and historically significant establishments to be thrown to the wayside in favor of progress for the rest of the city. Although CID-1a and CID-1b seem less disruptive to me, I would like for Sound Transit to consider options that do not contribute to further displacement of residents or businesses in this neighborhood at all. This area is already well connected in terms of transit and the benefits of such a build would be marginal to the people who live and work there. These people are already affected by I-5 running through the neighborhood and I worry that increased air particulates during construction would be incredibly harmful to the elder population in particular. Jane Jacobs said that cities have the capability of providing something for everybody, only because, and only when, they are created by everybody. The proposed expansions in the Chinatown International District appear to cost its residents far more than what has ever been given to them by the city.	Stella Christoforou

04/28/2022	I submit this comment as someone who has worked in the Chinatown-International District for almost a decade cumulatively and as someone who serves as a board member of a local neighborhood granting agency. Suffice it to say, I am heavily invested in the cultural and economic vibrancy of this neighborhood. Time and time again, the CID and its community have endured historic harms from major infrastructure projects -- please refer to Wing Luke Museum's comment letter and Historic South Downtown's comment letter for further context. While there are potential benefits from expanding the light rail system generally, it can't be at the price of further devastating a community with displacement and other harmful impacts. Based on review of the DEIS, all three of the 5th Ave S options are unacceptable. The DEIS references social cohesion of this neighborhood. Those 5th Ave S options would demolish, displace, or seriously threaten dozens of businesses that contribute to that very social cohesion and unique character that make the CID what it is today. Should Sound Transit move forward on any of the 5th Ave S options, that is an active decision to dismantle the social, cultural, historic, and economic vibrancy of the CID. The two deep tunnel options CID-1b and CID-2b are not beneficial for a neighborhood or the larger WSBLE project. The combination of elevator-only access (and longer transfer times) and potential mechanical issues is a recipe for disaster, particularly during surge event such as any football, soccer or baseball games at the stadiums or large community events in the CID. This elevator only-access will likely lead to passengers disembarking or transferring at a different station altogether. Overall, the 4th Ave S shallow alternative (CID-1a) minimizes direct harms to the CID. CID-1a will reactivate Union Station as a transit hub and create better pedestrian and public realm connections between Pioneer Square and the CID. CID-1a is not without its fault however -- there are still concerns around construction impacts and displacement of businesses and residents. There is also a huge traffic concern, as 4th Ave S is a major backbone for Metro and Sound Transit bus routes and this alternative would require far more traffic study. How will traffic reroutes during construction impact the CID business and organizations? How can Sound Transit minimize those impacts? Also, more study should be done on the proposed ventilation building directly in front of Union Station. It is clear that CID-1a, 4th Ave Shallow, is the least harmful of the current alternatives, but it will require far more additional study by Sound Transit moving forward. Our neighborhood has taken the brunt of infrastructure projects for decades, causing major disruption and displacement. The 5th Ave S options will continue that history, further shrinking our historic Chinatown and broader neighborhood. Chinatown-International District deserves better. I also urge Sound Transit to remove them from further consideration in addition to all deep-tunnel options.	Jessica Rubenacker

04/28/2022	4/28/2022 Sound Transit West Seattle and Ballard link extensions WSBLEDEIScomments@soundtransit.org Comments on DEIS due 4/28/2022 Commenting on light rail to West Seattle. Realizing tunneling costs more, if you look at the long-term effects, and this sets the stage for west Seattle Alaska junction forever, tunneling makes more sense. A tunnel across the Duwamish and up the hill towards Alaska would have the least surface, noise, neighborhood impacts. Expensive yes, but for the long term, it would be worth it in my opinion. An alternative for this should be displayed. At Alaska junction, preferred tunnel WSJ-3a onto 41st would seem to have the least surface impacts. Its 2 blocks off California, so commuters would not dump onto an already busy commercial street. A tunnel would cause less visual impact, less impact on historic structures, and the overall small town neighborhood business feel. It would cause less surface impacts to current residential housing and businesses. Long-term one-time investment would set the stage for a less intrusive high transit impact. It would keep surface options open for the future. It might cost more now, but surface and elevated light rail just do too much impact on so many fronts. Economics are important, but for the long term and the neighborly feel of the community a tunnel makes sense. New York, London, mostly subsurface, let Seattle make this work.	dale luhman
04/28/2022	Excited for the future possibilities with the link, and at the same time concerned about the impacts on the nature and families, especially regardless housing. It is very hard to think about the best option... I would say that the DEL 6, WSJ-5, Sodo 1-b and DuW-2 would work better, if I understand correctly to be honest; however, I am not sure if the information I read in the document are all the information that is known. Thank you for listening people voices.	Debora Nascimento de Araujo Dold

04/28/2022	Hi My name is Bernie Kay. I am a third generation Chinese American whose great grandfather, Goon Dip, was instrumental in building the two Kong Yick buildings and the Milwaukee Hotel in Seattle's Chinatown. I served as a director on the Kong Yick Investment Company Board of Directors from 1995 to 2018. I also helped maintain the West Kong Yick building from 2002 to 2018. I have read the public statement letter written by the Wing Luke museum and I agree with their statement. I believe that any of the current proposals for the Link Light Rail will severely impact the financial well being of the Chinatown International District. One proposal will close many long standing businesses on 5th Ave. Other long standing businesses like the American Hotel will be closed for many years. This particular business is well used by people traveling on a budget. It will also block the China Gate from many tourists and customers to the CID. The Gate is used in many pictures that people take to remember their time in this neighborhood. This project will negatively impact their memories for many years and many may not return after experiencing the mess a construction site will bring. The increased traffic through this neighborhood should be evaluated. Drivers will be detouring through much of this neighborhood possibly at higher speeds due to the closure of many main streets. The increased traffic will cause safety concerns for the many seniors and children that live and play here. Parking is already a problem in Chinatown especially during professional sports days. The construction will take away some very large parking lots that help on game days as well as on an average shopping day for those of us that live in other nearby neighborhoods. I also want to bring up the condition of the sidewalks and the foundations of many of the historic buildings in this neighborhood. I personally have seen the condition of the rebar in the many old sidewalks in Chinatown. I think the vibrations and possible increased traffic that might accidently run up on the sidewalks, might result in a collapse. Some building foundations have not seen the maintenance that they should have had over the years. The increased vibrations might accelerate the cracking that may be present. The construction effects might extend well beyond the blocks adjacent to the construction site. This neighborhood is a very unique neighborhood in Seattle and if lost, will be something that cannot be replicated. Over time little bits have been taken from Chinatown. I am hoping that the Board of Sound Transit will stop and reconsider the various plans to develop the future rail lines. There needs to be more time given to evaluating the long term impacts of this location. Please stop and think before proceeding.	Bernard Kay
04/28/2022	I am in support of moving the Chinatown/International District station to fourth street so as to avoid displacing pivotal businesses.	Megan Berry

04/28/2022	May 28, 2022 RE: West Seattle and Ballard Link Extensions DEIS Dear Sound Transit Board of Directorrs: Thank you for the opportunity to comment on the West-Seattle & Ballard Link Extension Draft Environmental Impact Statement. I am a resident of West Seattle and care deeply about maintaining and supporting the health of our communities, ensuring that people of color and low income people are not adversely impacted by public infrastructure projects like this one, and that we move forward with the option that best reflects how our region wants to grow. I encourage you to hold the following values in choosing the next steps from the DEIS: • Build a system that is designed for equity and is racially just; • Ensure that air pollution and climate pollution are reduced because of the system; • Maximize affordable housing and transit oriented development opportunities; • Carefully integrate and improve critical transit, bike, and walking networks; • Ensure travel and use reliability and accessibility, especially for those with disabilities; • Minimize and reduce displacement and address displacement that does occur; In addition to the above values, I offer the following more specific points: • Choose the Delridge Station and path that is designed to benefit the people who live in and around the Delridge neighborhood. This includes accessibility, minimizing displacement, and improving air quality. This station and path also should minimize impacts to water quality, habitat and tree canopy. This neighborhood ranks relatively high on Washington State's Department of Health's environmental health impacts map (https://fortress.wa.gov/doh/wtnibl/WTNIBL/) and should therefore have additional attention and consideration given to the path to minimize impacts, including displacement, and ideally benefit the residents and community overall. • Choose the West Seattle Junction Station and path that is designed to capture the most residents of West Seattle, prioritizes minimizing displacement, and improves air quality. All the alternatives presented have some impact and it appears that the Medium Tunnel 41st Avenue Station Alternative (WSJ-5) has less impact and more benefits. That said, further analysis with an equity lens should be applied to ensure there is not undue burden and that this path indeed is best. • Choose the Chinatown/International District Station and path that proactively reflects an equity and racial justice lens. This neighborhood in Seattle also ranks relatively high on Washington State's Department of Health's environmental health impacts map (https://fortress.wa.gov/doh/wtnibl/WTNIBL/) and should therefore have additional attention and consideration given to the path to minimizing impacts and ideally benefiting residents and local businesses that have been historically impacted by public infrastructure projects. Key issues in deciding on a path include but are not limited to reducing air pollution and addressing any likely new pollution sources such as venting, addressing noise pollution from the operation of the system, proactively ensuring limited displacement, particularly of elderly populations, and ensuring the low income and businesses run by people of color are retained and supported. To evaluate and address these may require further analysis, per the request of the Wing Luke Museum and other community organizations. Given the historic harm of other public infrastructure projects to this community, this request should be elevated and addressed. Thank you for your attention to these important issues in making decisions on how our region advances equitable and accessible public transit. Regards, Rebecca Ponzio	Rebecca Ponzio
04/28/2022	These plans will impact residents small businesses workers and guests of the C-ID and i am opposed to these plans this will also take 11 years to build I am AGAINST this plan.	Isabella Alonso

04/28/2022	First, thank you for doing a great job reaching out to the community and working on getting more mass transit to our City. For equity and cost reasons, please consider only the four preferred Ballard Station options in the EIS. NOT Central Ballard. Top reasons to maintain the four preferred options: East Ballard is under-resourced relative to other Ballard neighborhoods and in the next several years it will be one of the most densely populated areas. Keeping it on 15th or 14th will provide a better, more efficient connective network for people coming from Crown Hill, Whittier, Blue Ridge, Greenwood, Phinney, Wallingford. Busses would only have to head to 15th or 14th as opposed to diverting to go into Central Ballard. There's also a lot more opportunities to develop dense housing allowing more opportunities for people to live closer to mass transit. I live in Sunset Hill with my family and have a rental property in central Ballard. Advocating for a central Ballard station would actually be to our benefit; however, I realize the City has more to gain by maintaining the preferred options by keeping the project going, not delaying it, saving money, providing transit to other areas in Ballard that need it, and create a better connective network of transportation to more neighborhoods. Of the four Ballard station options, I hope you choose either the Tunnel 15th Ave (IBB-2b), or my second choice, Tunnel 14th Ave (IBB-2a). Both tunnel options are the least disruptive to businesses and neighbors that live, work, and commute in that area. Additionally, it'll provide the most gain by not having a elevated structure dividing the neighborhood, creating noise, and a visual eye sore. Our neighborhood can't afford all the construction an elevated option will create. Considering costs between all the Ballard station options, there's more gain from the tunnel options relatively to the same amount of money. This comment is coming from a long time Ballard resident (over 35 years) who has been in the neighborhood since elementary School. Thank you.	Sunny Bae
04/28/2022	To Sound Transit Board Members and Seattle City Council Members, Please prioritize the 4th avenue tunnel station option. Community advocates in the CID have endured so much through gentrification, displacement and anti-Asian hate. The 4th avenue station creates less disruption and harm for this community. Sound Transit, please take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts!	Makeba Greene
04/28/2022	The growth of a city or municipality of any size always has substantial implications - this much is obvious. And as an 11-year resident of an ever-changing Seattle that has been welcoming and inviting that growth, I've seen this town drastically evolve even in my short time here. There are so many transplants like me that have arrived and I seemingly meet more of them everyday. Much of this change has been welcomed, although the pending effects were likely unforeseen and as I've gotten to know more and more long-term residents (specifically in historic neighborhoods that I adore, like the CID), I've learned more about the negative impacts of growth and how that can disrupt and displace communities. While I know there are endless options to consider, I implore you to move forward with pursuing the project on 4th Avenue rather than 5th Avenue. The CID is so-oft overlooked and many times the track record of this city reflects that lack of investment and protection for this historic area. Please consider interrupting parking lots over people's livelihoods in perhaps the most vital cultural center in this city. Let us not add to the list of historical errors that have been made when new infrastructure is built in and around the CID community. Let your decision be clear to the community that you care about them and the prosperity of their businesses.	Colin Camacho

04/28/2022	For Section 3.1.1.3 Delridge Segment, DEL2a and DEL4 are the options that should be considered moving forward. Both are tunnel options, and we absolutley want to put as much of the train as we can underground, for the following reasons Reduce traffic impacts on West Seattle Residents Reduce noise impacts on West Seattle residents and wildlife Scarce, above-ground land can be used for business or residnets. West Seattle residents deserve the same consideration that Capitol Hill residents received. Why take land from the golf course? The golf course isn't being used by most West Seattle residents, and it can afford to lose the land more than residential areas or businesses. I would perhaps feel differently if this was a park for multiple uses for the general public. These are also the most cost-effective options and can save money for other areas.	Susannah Scott
04/28/2022	Options on 5th Avenue will displace many C-ID small businesses and result in the demolition of buildings that currently house much loved businesses. Nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day will severely impact the ability of these businesses to thrive. These and other cumulative impacts remain unaddressed in the current proposals. The economic impact of the pandemic and anti-Asian American sentiment has hit the -ID neighborhood harder and longer than most. Many of the small businesses that struggle to survive today will be hit even harder. Sound Transit have ultimately failed to fully address and account for the ways in which the expansion will irreversibly change the neighborhood. The area has endured the construction of I-5, which cut the neighborhood in half and paved over churches, homes, and businesses. It has endured the construction of the Kingdome, which threatened to turn the C-ID into a parking lot. The legacy of their impact is experienced year-round. For a neighborhood that exists due to historically racist policies such as redlining and lack of city services, it once again faces an uncertain destiny.	D H
04/28/2022	Shallow line downtown	Elizabeth LeMar
04/28/2022	I do not support building transit through 5th Ave.	Vivian So
04/28/2022	I strongly oppose all the proposed station alternatives for the Chinatown International District (CID) and urge you to consider other locations that are less disruptive to an already endangered community. The CID has a long history of providing a much needed sense of community to Asian Americans. When my dad immigrated to the United States from China in the 1930s, he spent his youth in Seattle Chinatown where he learned English and developed a strong sense of community during his time there. Now, almost 90 years later, my daughter lives and works in the CID, and she too has developed strong ties with the community and is proud to represent the community through various organizations. I'm sure this is just one of thousands of stories of how the CID has touched the lives of generations of people. Your proposed demolition of this vital neighborhood would wipe out decades of historical significance not to mention the lost of so much culture. The displacement of residents and businesses would destroy the community's already strained economy and the remaining businesses could not survive the years long construction of the station. Please do not destroy this culturally rich and vital community with these proposed station alternatives. Find another way. Nadine Mandery	Nadine Mandery

04/28/2022	DUW-1b: I support the North crossing /Andover Street / or tunnel to eliminate the proposed track adjacent to the park on Genesee and Delridge.. This is a hang out and exercise site where kids spend hours, exposing them to greatest amount of Light Rail's polluting elements . Others using the park would continue to benefit from the restorative public health aspect of cleaner air, less noise and mechanical speed. Let's protect this park serving many lower income families, especially the many children who have greater consequences for negative impact of toxins on their smaller bodies. Thinking ahead with the likelihood of continued housing shortage, I predict a high rail system with a long stretch of cover, would invite more encampments close to the park. ES4: Location of the proposed Fauntleroy station is closer to High Point and Westwood geographically. This location allows greater access as it serves the both the Junction center while extending the use to the South. Let's put a tunnel station there. General comments: 1). Elevated stations in West Seattle will create visual and social barriers that divide our urban village with monolith chunks of concrete, industrializing the landscape to ugly. High rise stretches are not wanted. in residential neighborhoods. The longer the tunnel the better for community cohesiveness and I believe, mental and physical health. 2). Station designs need a vehicle drop-off zone. Not everyone will arrive on a bus, scooter or bike. The stations need to serve the elderly, disabled and families with young children or infants for example. A car ride to the station will be needed by some of our population who cannot be excluded.	Margaret Allen
04/28/2022	I dislike the plan for the international district light rail route. We need those 20 businesses dearly. South/ central seattle will greatly be affected if that many small business are forced to close.	Justine Potter
04/28/2022	All 5 proposals adversely affect the Chinatown-International District. Facing decades of displacement and encroachment through projects like the I-5 and the stadiums, and facing a new transit center will further squeeze this neighborhood and its residents. I am asking for more studies and exploration into alternatives that would not displace the C-ID or disrupt it with years of construction and traffic. While I fully support more public transit, and especially transit that would serve those in the C-ID, I am asking for alternatives that are not adversely affecting those living and working in the C-ID.	Mackenzie Lew
04/28/2022	What level of resources, time, and priority are being dedicated to mitigate development impact and to support anti-displacement of local businesses in the I.D. and residents (especially the unique elderly population living on fixed/low incomes)? How will the project know these measures have been successful both by project standards and from the perspective of local residents of that neighborhood? How will the development and construction work in the I.D. For this project contribute to a thriving, supportive community environment and economy both after and during construction, for those currently living in the I.D., Central District, and Little Saigon? What compassionate and holistic measures will be taken to support those living in that area but unhoused?	Yiling Wong
04/28/2022	As a community member, I strongly urge the Sound Transit Board of Directors to move forward with the 4th Ave option for the link rail station. Thank you.	Loan Vo
04/28/2022	Design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Closing a busy road for a few years is a small price to pay, especially if doing so means we can have rail sooner. Avoid bridges that would need to be opened.	k a

04/28/2022	Please consider the impact of the proposal on Chinatowns vibrant community. Choose a 4th Ave route that minimizes travel times to the Stadium. Would stadium station/connection make more sense in general? Options cid-1a or b. Ballard proposed plan seems decent but displaces many residents. In-1a The report was a lot of info. This comment period was not well planned for input. Let's get on with it. Seattle has been without real transit for too long! The more we wait, the more displacement happens. Build it! Thanks Melissa	Melissa Lerch
04/28/2022	I'd like to comment on the potential link rail extensions affecting the Chinatown-international district. There are so many businesses on 5th Avenue South that are beloved by the community and important to the CID that would be negatively affected by the construction efforts of this extension. The years of construction necessary for this extension could result in negatively impacted business, displacement, or even closure. When I moved to Seattle in February of 2020 with no friends or family in the area, businesses like Seattle Best Tea and Chun Chun Rice Dog offered immeasurable comfort and joy as I navigated a new city that quickly came under quarantine. A big reason that I stayed in Seattle was because of these amazing businesses and restaurants nestled on 5th Avenue. Two years later, I still make weekly visits to the CID to support these small businesses and express my gratitude for helping a new transplant make it through a pandemic. If extension efforts were focused onto 4th Avenue South instead of 5th, the city could preserve important businesses that keep the Chinatown International District alive. I know countless others like me who have greatly benefited from the services provided on 5th Avenue. I urge you to please reconsider to help these businesses as well as your constituents in the city. Thank you	Nathaniel Han
04/28/2022	For section ES.3.1.1.4 - West Seattle Junction Stations options WSJ-3a, WSJ-3b are strongly prefered. A tunnel option would reduce garding noise pollution and traffic impacts for West Seattle residnets in the long term. The residents here deserved the dame consideration residents of Capiotol Hill received. Thanks, Susannah Scott (West Seattle Resident)	Susannah Scott

04/28/2022	There are so many serious problems that demonstrate entrenched racism and discrimination/neglect in this Draft EIS. There are incredible gaps in ST staff's understanding of the social inequities and environmental harms that the proposed plans will exacerbate. It is shocking in many ways how the proposed plan does not center or prioritize the people in the County that need rapid transit the most, that are the most dependent on public transportation. The way this entire plan has been designed demonstrates a fundamentally racist and classist approach to providing transportation to the public. The prefential treatment and planning considerations consistently prioritize the downtown, Ballard, and West Seattle-based professional workers at the expense of lower income communities and riders of color. One of the most egregious examples of that is the proposed destruction of many Chinatown/International District historic buildings to make room for a new connecting station on 5th Avenue. This proposal is a direct threat to the already vulnerable cohesion of this historic neighborhood. The proposed construction timeline alone of about 11 years in the heart of this small neighborhood, made up of so many Asian heritage elders, will accelerate displacement and ruin significant cultural markers that are precious to the local residents and shop owners. The quality of life for the residents and business owners will be disproportionately impacted; especially considering that the light rail's intention and target ridership for this station is not for this community. In addition, the West Seattle stations run through and destroys some of the limited affordable housing resources in the Delridge neighborhood south of West Seattle. Again, at the expense of lower income communities of color there, particularly Seattle Housing Authority properties will be displaced. It is worth noting that the nearby golf course is only marginally effected (a local resource not widely used by low income families of color). Also, the Duwamish Valley communities of South Park and Georgetown, who have long advocated for better public transit, is completely excluded from the benefits of this light rail investment. There is not even connecting extensions or rapid ride alternatives to link the community to light rail benefits. This oversight and neglect is palpable, especially in the naming of the "Duwamish Segment" that has misled many community members to think that this proposal will finally provide them with service. The whole plan, in spite of claiming a racial equity analysis has been conducted, demonstrates a severe disregard for the actual lives of low income communities of color and their transit riders. The plan is obviously not centering the communities and riders most in need of improved, reliable, and fast service. If you take this ST proposed map/the communities it benefits, and line it up against a 1930s Seattle redlining map, you can see very clearly that there is no change. In order to discontinue repeating the racist and classist transportation planning strategies that has worsened our cultural and social divides in this County, I encourage ST to go back to the drawing board and re-think its priorities. Bring the communities most needing public transit to the table and listen to them and actually do what they say. We will all be better off for it - guaranteed.	Christina Rajan
04/28/2022	It is critical for passengers and for growing ridership that stations are shallow, with in the lowest amount of time to reach the platform. For deep station alternatives that add 7+ minutes to the start and end of the trip, this will hinder peoples willingness to use Link instead of driving or taking an Uber/Lyft. Additionally, the Chinatown station will be a crucial transfer point and a key station connecting all lines in the system. I prefer the 4th Avenue Shallow Alternative (CID-1a) alignment but it needs to be as shallow as existing station to reduce transfer times between lines. For South Lake Union (SLU) the proposed station locations do not serve the heart and core of SLU where the majority of Amazon, tech, biotech, and medical offices are, and where all the new residential development is. This is defined by 9th Ave N to the West, Mercer St. to the North, Fairview Ave to the East, and Denny Way to the South. Instead the proposed stations are too far to the west away from the SLU center, which will simply cause SLU commuters or residents to opt for a more convenient transportation option, which is driving or taking an Uber/Lyft. My recommends to Reject both presented options, study a Westlake or similar alignment oriented north/south centered as much within the core of SLU as possible.	Julian Kwok

04/28/2022	As a lifelong Seattle resident and Chinese American I am one of the many who is concerned that the new Chinatown-International District light rail station will further degrade our historic and cultural district. Based on the DEIS the least detrimental alternative to the CID appears to be the 4th Avenue alternative. I agree with the comment letter submitted by the Wing Luke Museum calling for exploration of options for refinements to the proposed alternatives beyond what typically occurs from a DEIS to Final EIS that will not result in displacement within the CID.	Lorena Eng
04/28/2022	Please please do not displace some of the most beloved small businesses in the ID by creating a station on 5th Ave. As a former resident of the area and a person of Asian descent, it would be absolutely crushing to see that space impacted so heavily for so long. I'm in full support of expanding the light rail and all public transit, but would hate to have to suffer through construction and lose my favorite boba spot at the same time. There are other options on 4th, so I urge you to pick one of those instead.	Almodine Thompson
04/28/2022	My comment is regarding 2.1.2.2.2 by building on 5th Avenue in Chinatown and International District. Building on 5th Avenue in Chinatown and International District would be detrimental to the Asian American community already faced with racism and discrimination. By building on 4th Avenue instead SoundTransit would be saving 19 businesses. SoundTransit needs to work with the residents and businesses in International District and be more transparent about what they plan on doing. The International District is an important place for the Asian community in Seattle.	Sayako Kawashima
04/28/2022	Dear Sound Transit Board of Directors, I vote for the 4th Ave option for the link rail station. Thank you.	Phuong Nguyen
04/28/2022	I am writing to express my plea with Sound Transit that it not proceed with the 5th Avenue South route for the West Seattle Ballard Link extension. Given the historic and continued displacement, economic and racial tragedies that our International District has undergone, it is imperitive that we protect our International/Chinatown cultures and small businesses for generations to come, especially as Seattle continues to develop and improve upon it's public transportation. Construction on the 5th Avenue South route would displace as many as 19 small businesses. As a very concerned citizen who believes in the importance of preserving and protecting our CID and small businesses, I urge Sound Transit to proceed with the 4th Avenue South route alternatives as these will not impact businesses in this historic and special neighborhood that is comprised of many crucial small businesses.	Temre Brandt
04/28/2022	The 3 options for 5th Ave S. displaces the most number of businesses, most of which are locally owned by people of color. It would be best if the finalized plans included an equity plan that ensures the livelihood of people of color are not harmed in the process.	Elaine Walsh
04/28/2022	I'm concerned about construction disrupting the character of the neighborhood irreversibly if plans proceed for the new transit center around 5th Ave.	Manas George

04/28/2022	To who it may concern My name is Erik Rios, and I am a community member of Seattles Historic Chinatown/International neighborhood. I am writing this letter to oppose the construction of the Ballard/West Seattle Link station. The C-ID has historically been a neighborhood that has been torn, destroyed, and uprooted for the sake of many initiatives that displaced many folks and businesses. Whether it be the King Dome and other sports stadiums, the construction of I-5, or the diminishing of Japan Town, the new proposed Link Station, especially the 5th ave proposal, will continue the displacement of the C-ID. It is a never ending cycle that our community has to continually recover from, only to have to go through again every generation. Poor air quality during construction, noise pollution, immense traffic, and driving up the already limited parking in the neighborhood would have devastating and lasting effects of so many different folks living, working, and visiting the C-ID. I under stand the need for public transit to be able to get to every corner of the city, but I believe this could be done without the displacement and inevitable health risks of the people who call the C-ID home. I would really hope you would consider the option of not doing the 5th ave proposal for I believe that will cause the most direct harm to the residents and community. Essentially a stake to the heart of the neighborhood, the 5th ave proposal has the most direct impact, slapping itself right in the middle hub of businesses and residential hotels. The 4th ave proposal will have a less impact to the neighborhood, but will have a lasting impact regardless. Seattles Chinatown-International District is a gem for the city. It is only fair to treat it as such. Elders and young children deserve to be able to walk in their neighborhood with clean air, and free of noise pollution. Please consider this in making your decision when making the light rail station. It is something that will effect folks for generations to come.	Erik Rios

04/28/2022	The 5th Avenue options are the worst in that they will ultimately contribute to the displacement, destruction, and disregard for one of the historical communities that has helped to build Seattle into the city that it is today. The fact that the Chinatown International District keeps on coming up as an option for transportation construction is irresponsible. This is 10 years of work on the edge of the neighborhood that will contribute to the erasure of this community. We would be losing current businesses that have been long standing in the neighborhood-- this project would change the entrance of the neighborhood by the Welcome Gate. Has there not been any consideration to what has been happening to the CID in regards to the pandemic? Does the surge in xenophobia and the violent attacks and death of Asian Americans not play a role in weighing in this idea for this project? The CID should have never been an option in the first place. The construction of I-5 from the 1960s should be enough of an example of the problems that in considering the Light Rail extension. I-5 cuts right through the CID and creates a barrier between the existing communities Little Saigon and the Chinatown core. Air pollution studies have shown that the air quality in the CID are the worst in the city due to the freeway. In the building of the I-5, we lost a significant portion of Japantown. Japantown used to be 67 blocks all together in Seattle before World War II. The removal of Japanese American citizens and their parents that came out of wartime hysteria costed the neighborhood a vibrant community that was only doing what every other immigrant community is always trying to do-- build a family, settle into a home, and accumulate wealth to pass on to their future generations. Yet why is it that communities of color are always unable to accumulate this wealth? It all comes back to this idea that communities of color are expendable, exploitable, and not worth it. Look at the history of Seattle around redlining and restrictive covenants that came out of the 1930s. Neighborhoods that had a larger number of immigrant communities of color were seen as risky and hazardous places to purchase homes-- continually keeping up these racist stereotypes. People of Color kept within those red lines were unable to buy homes up north where the "good" neighborhoods were. There is a lot of resiliency in BIPOC communities, but just because we are resilient, it does not mean that we should be continually being beat and killed to show you how strong we are. People within these communities have found ways to carve out spaces in the "bad" neighborhoods they were relegated to and now that we made a wonderful home for ourselves in the CID, Central District, South End in general, there is this constant threat of gentrification to push us out of the spaces we built. I keep on hearing that 5th Ave is an option because it is the least expensive option. This is going to be costly to the CID-- the residents, the business owners, all of the people who travel to this community to enjoy what it has to share. You are going to lose the trust of the people who have called this place their home since its start in the early 1900s. Did I mention that the Chinese American community in Seattle has had to move locations 2 times before it settled to where it is today? Additional examples of displacement that came out of racist scapegoating the Chinese immigrant community: Seattle's first Chinatown was out on the docks along Washington Ave and where the Alaskan Viaduct used to be. It was destroyed because other European immigrants saw the Chinese immigrant laborers as a threat to the make up of the US and that they were stealing the jobs of the "real" hardworking Americans. And the second Chinatown? That used to be in Pioneer Square by 2nd Ave and Washington St. It disappeared because of new zoning laws to basically make it so that Chinese immigrant faces were not the first faces that visiting people would see when getting off the trains in the area. It is all the same-- constant disregard for these marginalized communities. Are we only preserving the history of the neighborhood through art and statues to recognize what has been lost? It would seem more thoughtful to try and preserve and protect these historic communities than to erase them and then erect a little memorial for its death as retribution. Do a better job. 5th Ave should have never been an option. 4th shallow CID-1a is the way to show us that you will not repeat these same mistakes to our neighborhood.	Doan Diane Dy

04/28/2022	What will happen to the stores, businesses, tenants, and elders if plans for either the 4th Avenue Station or the 5th Avenue Station take place? Will they be displaced? Will they be destroyed? Plans for either station will be devastating for this neighborhood that has already seen hardships through its history and most recently through the pandemic. In addition to the displacement of these businesses and residents, the environmental impact and air pollution from this project will affect those who work and live in here. I live in Little Saigon and the traffic and construction will be hard to avoid especially on my way to work in downtown. The Chinatown-International District neighborhood is not expendable. It is important we have a light rail system that connects West Seattle and Ballard and I'm all in support for public transportation, but I implore you to reconsider where this station should go. The implications of this station will have long and lasting effects for generations to come. These station plans should NOT be built in this neighborhood.	Shaun Mejia
04/28/2022	Comment re: Section 5.4.2 - Acquisitions, Displacements, and Relocations appears takes a cavalier approach that does not account for the fact that many proposed stations and rail tracks particularly in the Delridge Segment and the International District segment are in communities where a higher concentration of lower income and people of color reside and work. This demographic data exists from the census and was not cited to. Additionally, this section only focuses on residential displacement and relocation and ignores the small businesses (many that are managed, owned, and operated) by the BIPOC communities in these segments. To conclude that sufficient "mitigation" is new affordable housing within the city does not equate to a commitment to ensuring certain communities can continue to prosper and thrive such as the International District. For example, if a small business is displaced, the same business opening up in a different part of town or in a new development (likely not in the same area) does not allow a community to grow because such displacement fragments collective efforts that have attempted to thrive in the past couple of decades and eliminates the same opportunity in that specific location.	Vivienne Nguyen
04/28/2022	Members of my family immigrated from Japan in the early 1900's and lived in rental housing along Main Street & 10th Avenue, later the site of Yesler Terrance Housing Project, which has been since torn down to be replaced with more contemporary projects. My grandfather took the streetcar from the Pike Place Market home to his wife & 4 children. My grandmother worked in two CID area hotels prior to WW2. While my own former husband & his family have been connected with Metro Transit in scheduling and transit operations for over thirty years, plans as submitted for Sound Transit stations and connections in the Chinatown/International District corridor, do not fully articulate or take into account the irreversible damage to this vibrant current and formerly historic neighborhood that would occur if any of the proposed scenarios were to be implemented. It would effective cripple and then kill what diverse and ethnic communities remain, by crippling residential and economic initiatives which already were in crisis due to layers of historic discrimination, displacement, neglect and indifference by placement of other city, state and federal government projects including the interstate freeway, sports stadiums, viaduct, and inner city light rail. The CID is not merely just another city neighborhood and the businesses, agencies , institutions and communities it evolved around and new ones it continues to serve cannot be reduplicated by the usual market developers and corporate chain financiers. By going forward as plans indicated, with further study and specific neighborhood research, you will kill what's left of this once vibrant and historic immigrant community, and what you'll retain is a shell of the neighborhood your agency has then ravaged.	Mizu Sugimura
04/28/2022	Please consider CID-1a	Seth Kvam
04/28/2022	In the interest of equity and valuing community voice, Sound Transit should move forward with either 4th avenue options (CID1a or CID1b) rather than the 5th avenue (CID2a or CID2b) to minimize disruptions to businesses and livelihoods of those in the historically marginalized community of the CID.	Annalise Quach

04/28/2022	Blinding sunlight streamed through my curtains as I opened up my computer and logged onto Zoom. Expecting a casual planning meeting for a racial justice club I run with a couple of friends, I got comfortable at my desk and made sure my cup of tea was within reach. Conversations about future plans quickly morphed into something deeper concerning current events in Seattle. The news in early 2021 was filled with stories of hate crimes, but my friends and I knew that anti-Asian oppression is more than just violence. As the now-setting sun cast shadows across my room, we discussed historic redlining, housing discrimination, language discrimination, and more. I drained my tea and my best friend mentioned connecting to mutual aid and local organizers for an upcoming meeting. Immediately, a name popped into my head. I opened up Instagram to browse the CID Coalition's page and see what they were up to. The CID Coalition, also known as Humbows Not Hotels (@humbows_not_hotels), was formed in 2017 as a direct response to hotel development in the Chinatown-International District (CID). They host community forums, connect with other local BIPOC-organizing groups throughout Seattle, and constantly protest new developments that would displace local businesses and residents in the CID. One of their recent campaigns was protesting the actions of KODA Condominiums, the first luxury high-rise building in the CID, completed in late 2020. After clicking through the posts and reading a few graphics, I ran a quick search to find the prices of the units being sold. Prices for the new condos ranged from hundreds of thousands to $1.6 million for a two-bedroom condo. It was more money than I could possibly imagine. Back in early 2020, before the pandemic reached the shores of the U.S., my family and I were attending a Sunday service at the Seattle Betsuin, just off Jackson on the eastern side of the neighborhood. Founded by Japanese immigrants practicing Jodo Shinshu Buddhism in 1901, the Betsuin is the oldest Buddhist temple in the Pacific Northwest. At this particular Sunday service, a board member stood in front of the assembled temple members and delivered some grim news: Due to earthquake safety codes, the Betsuin would have to be renovated in order to be kept standing. Renovations would cost $1.5 million dollars (now estimated to be $2 million due to the pandemic), roughly the same cost of a new condo in the KODA building a mile away. The Betsuin's halls and kitchens are filled with memories of generations upon generations of Dharma School kids playing hide and seek, aunties gossiping while frying noodles, and Boy Scouts grilling teriyaki chicken and musubi in the back lot. Children become parents, students become teachers, parents become grandparents, and generations go on to attend services at the Betsuin. The rich generational culture of the temple is undeniable, and this culture is what holds the Betsuin community together despite two pandemic years forced online. The Betsuin holds many fundraisers throughout the year, but these normally cover our annual operating costs and not much more. The new required earthquake upgrades combined with the economic hardships of the pandemic mean the future of the temple is uncertain. To relocate and abandon a building and space that holds so much history and community value would be a huge loss to the CID and the Japanese American community. It strikes me as ironic that $1 million is worth such different things to these two organizations. To KODA, it's merely a tiny fraction of their profits. To the Betsuin, it would be a chance to preserve our temple and its history for the younger generations to come. The KODA developers hold no connections to the CID or the residents. They are a Taiwanese company, and KODA Condos is their first venture in the United States. While in development and construction, they constantly skirted around flimsy commitments for "community space," retracting them completely after being called out by local organizers. According to the CID Coalition, the average annual income of the neighborhood is $35k. With parking stalls selling for up to $75k, KODA is quite simply not built to serve the needs of the community, nor are they interested in making any meaningful attempt to do so. Despite the fact that they have ample funds for community investment, they have continued to ignore the complaints of advocates, even going so far as to call the police on protesters in August 2019. KODA is merely another warning sign of the larger movement of gentrification sweeping Seattle, with chain retailers and luxury homes taking over ethnic neighborhoods, effectively sending costs of living sky-high and forcing the original residents to relocate. Small businesses are shuttered, and the once vibrant diverse voices of community are starting to fade away. Gentrification is not new in Seattle, with a long history of racial redlining and displacement. These trends of gentrification are not only luxury buildings like KODA, but also include "modern" market-rate housing that pushes out affordable housing developers and still has price points unattainable for many Seattle residents. First the Central District, then the CID and South Park, Georgetown, Colombia City, the list goes on and on. And guess what? ST3 would essentially kickstart even more developers like KODA and give them incentive	Madelyn Tanabe

	to continue gentrifying at this rapid pace. I sincerely hope that Sound Transit will take into account the many intersectional issues that gentrification brings. ST3 is another devastating plan to systemically erase a diverse community of color.	
04/28/2022	While it is important to increase transport access, as part of the Seattle community we believe that choosing the 5th Ave option would detriment the community in ID the most. The disruptions from the construction would further destabilize a community that is still struggling from the pandemic and other factors. Please choose the 4th Ave option as it is the least disruptive.	Joanna Wang

04/28/2022	The proposed plan prioritizes the downtown, Ballard, and West Seattle-based professional class at the expense of lower income riders of color. It is unacceptable, inequitable, and a waste of our taxpayer dollars to invest in this proposal. Redo the plan completely by bringing low income riders of color into the design room. It is obvious their perspectives are missing. The staff-misled racial equity analysis is poorly done. Do not move forward with the destruction of many Chinatown/International District historic buildings to build the new station on 5th Avenue. Do not allow the West Seattle stations to destroy Seattle Housing Authority properties and other social service buildings that house and support low income people. Redesign the southern route to include increased transportation access to South Park and Georgetown. There are many other socio-economic problems that will be exacerbated if Sound Transit moves forward with the proposal as is -- therefore it should be redone with racial equity actually centered in the process, not as an afterthought.	Bebek Gulduren
04/28/2022	I strongly disagree with the 5th Ave option for the new Sound Transit station as it will have detrimental impacts on the livelihoods of the people inhabiting and doing business in the historically and culturally important CID district which has already suffered so much during Covid and because of anti- Asian hate crimes spurred by xenophobic ideologies related to the pandemic. As a lifelong resident of Seattle and a Japanese American, I genuinely hope Sound Transit will choose to avoid doing further damage to an already suffering historically important area of Seattle.	Lauren Iida
04/28/2022	I am concerned about the harm and displacement that will occur if Sound Transit moves forward with the 5th Ave options. The 4th Ave 1A option seems to be the best for the community and I strongly encourage Sound Transit to move forward with this one. This community has already faced significant upheaval and does not deserve to have more instability created by outside factors. Thank you.	Ilana Hoff
04/28/2022	Hello, my name is Joshua. I moved to Seattle almost a decade ago to pursue my studies at the University of Washington. In my time in this city, I always found myself coming back to the Chinatown-International District. When I learned about the origins of Filipino immigrants in Seattle and how they shaped the neighborhood, I felt an even stronger kinship to this place where my own community has been apart of its foundation as a cultural hub and refuge. I later volunteered in the neighborhood at the Danny Woo Garden, wrote for one of its local newspapers (the International Examiner), and worked for over a year with InterIm CDA, an affordable housing agency in the area. My love for this neighborhood knows no bounds, and I am proud to call it my own sense of home. I am writing to voice my opposition to the construction of the light rail on 5th Ave in the neighborhood, and implore you all to instead pursue constructing it on 4th Ave to minimize the detrimental effects the construction will have on the neighborhood. The shuttering of small business and the loss of access to such an integral area of public space will be devastating if built on 5th. Please, consider the options to build on 4th instead.	Joshua Talosig

04/28/2022	As a long time king county resident I am concerned about the impact that proposed light rail projects will have on impacted communities. I do not feel that enough is being done to address community concerns, particularly in the china town international district and lower income areas of west Seattle (delridge/avalon). I am concerned that if transit routes disrupt 5th avenue and the international district business and community core, irreversible damage will be done to this community. This area is a vital community and a regional asset. The history and culture or this community and the people who live here must preserved and protected. I am also concerned that lower income areas in west Seattle such as delridge and avalon may not see much benefit from regional transit expansion but may experience extreme costs. There are environmentally sensitive areas that provide habitat for herons and other animals. The characteristics of the neighborhood and habitat must be preserved. There has been talk of eliminating light rail stations while still having above grounnd rail lines running through the neighborhood (a cost cutting move). This seems to be a recipe for cost without benefit	k. a.
04/28/2022	I'm against alternative IBB-1b for the Ballard link extension as it has the highest impact to residents, and the second highest impact on businesses. I'm concerned of the impacts to 14th Ave W. There are many apartment buildings, and condo buildings that house a large number of people. With the housing market what it is, this could negatively impact a large number of people. I'd like to see Sound Transit look for third party funding if possible for the tunnels. I know there are pros, and cons to each option, however, the tunnels displace the fewest number of residents, businesses, and employees, and avoids the most historic buildings. Additionally, the tunnels do not have the same noise problems that the other options do.	Brianna Suffety
04/28/2022	As a resident of Ballard, a fan of public transit, and a fan of the ID, I implore you to stop the plans for this transit stop. Please take the time to gather community feedback on the line. Currently you're being told by the ID that this stop will decimate their neighborhood. Chinatown has struggled through anti-Asian violence, and a current and historical rhetoric of prejudice, and has amazingly, consistently, attempted to rebuild. It is one of the few cultural neighborhoods we have here in Seattle, and one of the only where the young and old are found hanging out together on Friday nights playing chess, doing tai chi, chatting while the younger generation is dressed up getting dinner and drinks, and going out on the town. It has a vibrant cultural history, drawing locals and visitors alike to the Wing Luke, street food fairs, Chinese lions during the Lunar New Year, etc. it is one of the only young, trendy neighborhoods that hasn't been built for our white, high earning tech brothers. This neighborhood is important, please listen to community voices and pause the project to collaborate with neighborhood leaders.	Lena Yim

04/28/2022	Hello, I am a a resident and community member of the C-ID, and I strongly oppose all of the presented alternatives for the CID station. It is unacceptable to treat this neighborhood as if it is disposable. I wrote the following after spending many days wondering exactly how I wanted to express what I have found so frustrating about the proposals for the new CID station. Finally, I realized that much of that frustration came from having to watch history repeat itself. Beginning in the 1920s with the 2nd Avenue South Extension which destroyed many of the last remaining buildings of Seattle's second Chinatown; through the 50s and 60s with the construction of I-5 which split the neighborhood in half and displaced so many homes and businesses; through the 70s with the construction of the Kingdome which began the long trend of outpricing and gentrifying our neighborhood; through the 80s with the creation of the first tunnel through the current C-ID which caused strife through its construction period and beyond; through even the 2010s with the construction of the street car, which saw anywhere between a 30 to 80 percent decrease in customers to many C-ID businesses (leading the permanent closure of some), this neighborhood has always been TOLD to accept and appreciate developments without ever being a part of the conversations about developments that will permanently affect it. Sound Transit failed to provide appropriate outreach to our neighborhood and failed to consider the needs, both short and long term, of this community. The entire nation, Sound Transit included, spent a month sending out tweets, posts, and comments with the hashtag "stop Asian hate," and yet this proposal continues to treat the Asian American community in the CID as if it is expendable. It is not. This is a community of real people who deserve their past, present, and future to be respected. They deserve clean air in the heart of their neighborhood. Our neighborhood has perservered in the face of countless projects and developments that have displaced thousands of community members and businesses. Please, do not make us suffer through another. I urge Sound Transit to reconsider construction in the Chinatown-International District. Honor your promise to take steps towards stopping Asian hate; do not displace one of the last historic Asian American communties left in this country.	Emily Halladay
04/28/2022	As a longtime Seattle resident, small business owner, and Ballard resident, I implore the Sound Transit Board of Directors to choose the less disruptive 4th Ave option for the Chinatown-International District portion of the West Seattle-to-Ballard light rail expansion. The small businesses in the C-ID have already faced countless challenges over the past few years, from xenophobia to COVID-19 shutdowns, and the 5th Ave option would only exacerbate and extend these challenges, shuttering numerous businesses and directly impacting the heart of the neighborhood. Thank you for your consideration.	Natassja Uraine
04/28/2022	I'm writing in regards to the proposed plans (three total), which build the new station through 5th Ave, and require the demolition of existing buildings which serve the local, minority community. I believe the plan to continue to bulldoze the culture and livelihood of the communities who have already been taken advantage of in Seattle's history repeats past mistakes, and would be doing a disservice not only to the Chinatown/ID area, but Seattle's reputation as a progressive city as well. I'd like to voice my support for either of the two proposals which instead place the construction of the new stations on 4th Ave, and will not have nearly as severe an impact on the community. Thank you!	Randy Chung

04/28/2022	After reviewing the alternatives for the Chinatown-International District (CID) segment of the Ballard Link Extension (section 2.1.2.2) and the community impact described in the Draft Environmental Impact Statement, I have significant concerns about options CID-2a and CID-2b. As described in this document, these alternatives would place a crushing burden on the small businesses along 5th Ave E in the CID. This neighborhood has suffered some of the greatest costs of any area during the ongoing COVID-19 pandemic due to intense and explicit racial profiling and explicit racism, and an extended demolition and closure period for this historic area would only exacerbate the injury done. Closing and displacing thirteen businesses along this area would have a dire impact on the livelihood of this neighborhood. Many of these businesses have been settled along 5th Ave E for decades, and will never have the means or opportunity to relocate or rebuild after the construction period is complete. Please don't place this tremendous burden on this historic and underprivileged Asian American community; please don't choose options CID-2a or CID-2b.	Michael Schreiber
04/28/2022	Dear Sound Transit Board, I am a small business owner on 5th Ave between King and Weller. We are a family-owned business that opened our doors in Chinatown-ID in 2019. We spent our one-year anniversary by shutting our dining room due to public health mandates. Our business lost almost 50% in revenue during the pandemic and is slowly regaining business, but have yet to make a profit. The impacts of the past few years of the pandemic on top of xenophobia, hate crimes, and safety concerns have been devasting to many businesses in our neighborhood including ours. I fear that we may not make it as a business with the construction impacts if the 5th Ave alternatives are chosen. I urge the Sound Transit board to choose the 4th Ave alternative to link West Seattle to Ballard and give Chinatown-International District small businesses a fighting chance to recover from the pandemic and not yet again make us suffer from construction impacts. Regardless of the alternative chosen, I understand that impacts will be had. However, I strongly believe the compounding historical effects of construction in the neighborhood, the pandemic, and now possibly years of road closures will devastate our neighborhood and my business to a place that we may never recover. Move forward on 4th.	Chera Amlag
04/28/2022	The 5th avenue option and removal of business that are deeply rooted in CID and changes the landscape of a neighborhood that had experienced marginalizing and economic upheaval. 4th Street is a better viable option that allows for the community to thrive. Please take into account this neighborhood	Monica Cowdery
04/28/2022	The culture and heritage of this city is very important, especially in a rapid development that the city has been doing. Please save the CID.	Febry Fawzi
04/28/2022	Closing down multiple businesses in the CD-ID area is irresponsible and disingenuous for a city that claims to embrace diversity and inclusion. This is not the city I moved to decades ago and not living up to the potential we could be.	Vivien Lai
04/28/2022	The Asian American community has been repeatedly pushed out and attacked throughout US history. Please do not build the station within the International district. The options within the district will disrupt life and business for many small businesses that have been struggling through the pandemic. The 4th Avenue option is close enough to provide access to the ID community while not harming those businesses.	Chris Nye

04/28/2022	Hello ST3 team, Of the proposed solutions for the ST3 line to West Seattle the tunnel is the only option that makes sense. The elevated alternatives will destroy much needed single family and multi-family homes. The tunnel design is also the only design that fits with the current and desired character of West Seattle. Residents of West Seattle would have never supported the elevated designs if they had been shared with voters at the outset. This has been communicated over and over with ST3 planners during many community outreach events that have taken place. Thanks for taking this comment into consideration and listen to the community and make the tunnel option the preferred option for West Seattle.	Gary Reifel
04/28/2022	Can you investigate Totem Pole Park/Rotary Viewpoint as a station location. This would be an ideal location for a station as it is easy and quick to access the Junction and has the potential for future expansion south. Of the existing information, removing the Avalon station location would be a short sighted decision considering the 2 new 7 story apartment complexes to be developed on the Alki Lumber site.	Kelsey Johnold
04/28/2022	Totem pole park and the adjacent land near West Seattle Golf Course are an ideal location for a light rail station, either above or below ground. It is largely unused at the moment—and in the case of a tunnel station—could be even better utilized when reopened as a public park covering a busy transit station. It's only a 10 minute walk from Alaska Junction, is served by several bus routes, and is nearby many new and future residential developments. This option would not only displace fewer residents and business owners, but it would align the future light rail expansion along 35th Ave SW, which is a better option than either 41st Ave SW or 42nd Ave SW. Both of those routes (especially in the case of elevated tracks) would require substantial future displacements when the line extends further south.	Nate Johnold
04/28/2022	I'd like to give my input on the light rail station decision in the CID. The station on 4th would be less detrimental to the CID and all businesses in that area. I'm born and raised in the Seattle area and my mom's side grew up in Chinatown. I would like Seattle to continue the longevity of the International District well past my lifetime. Chose the 4th Ave station so we can preserve a little part of my culture and heritage.	Kendra Zapata
04/28/2022	Chinatown/International District holds immense significance to me and the greater community. I grew up frequenting the area to visit with friends and family, to support mom-and-pop shops, and to observe events and cultural celebrations. It would be devastating to see those ties lost to years of disruptive construction, demolition and displacement via the proposal to implement WSBLE on 5th Ave. The communities that this proposal seeks to service would be gravely impacted by the decision to close local businesses and subject residents to heavy traffic, air and noise pollution. This community is already struggling amidst the pandemic and socio-economic tension. It has lost so much to both current and historic decisions/policies, such as the evacuation and incarceration of Japanese Americans, and building of the I-5 to name a few. Of the options offered 5th ave would be the most harmful for the reasons aforementioned. I implore you to consider choosing CID-1a, 4th and Shallow as the preferred option as it has the most minimal impact on Chinatown/International District; with far less business disruptions and is more remote from residents living/working there. It will reactivate the use of Union Station and provide more access to pedestrians between Pioneer Square and Chinatown. I also prefer it over CID-1b as I have concerns on access and safety from relying on elevators to access the platform. Thank you for your time and consideration.	Molica Perry
04/28/2022	Quite simply, if Sound Transit decides to do construction as far as 5th Ave, it will prove to me that the city of Seattle has no moral compass. How many times must the CID pay for the needs of the more fortunate? How many times do we need to be displaced? This construction shouldn't be happening in our neighborhood at all. Construction on 4th Ave is the lesser of 2 evils, but we'll take it I guess. If anyone actually wants to live up to the values of equity and solidarity the city of Seattle claims to uphold, then do us all a favor and do this somewhere else.	MJ Steele

04/28/2022	This plan favors Seattle's professional class and burdens lower income diverse communities. This is not what I voted for when I supported Sound Transit's extension. Sound Transit should fully redesign the proposal. It is currently focused on people who are not transit dependent, which means the entire orientation of the plan is less efficient, effective, and useful for reducing traffic and greenhouse gases. South Park and Georgetown need better access to rapid transportation and this is unaddressed in this plan. There is nothing in the proposed plan to provide any improved transit connections for these two diverse communities who are disproportionately impacted by the West Seattle Bridge closure, climate change, air pollution, and lack of public transportation options. The West Seattle construction will worsen homelessness by removing low income housing for residents in the Delridge area. There is a housing crisis in the city and we do not need transit to be the cause of additional strain on affordable housing resources. Avoid any proposal that destroys more historic areas in the International District, such as the proposal to build a station on 5th Avenue. The Asian American community needs better transit but this investment is not based on incorporating their needs and where they need to go. The racial equity analysis shared is insufficient and not community-designed, which is unacceptable in this day and age.	Yanaz Tahtaci
04/28/2022	Hello ST3 team, Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had they been they shared with voters at the outset ST3 would not have been supported. This message communicated with ST3 planners during the community outreach events. Make the tunnel option the preferred option for West Seattle.	Linda Braddock
04/28/2022	I'm a Japanese-American Seattle resident who lives near the CID in Yesler Terrace, and I'm very concerned that the 5th Ave S options would cause irreparable, long-term harm to the CID neighborhood. This neighborhood has faced a long history of neglect and harm from the city of Seattle, including the I-5 overpass and Kingdome construction, red-lining, and Japanese internment. Even now, the neighborhood is still grappling with the devastating impact that COVID-19 and targeted racism has had on local businesses, along the rise of racist attacks and threats against Asians, particularly the elderly. I really struggle to understand how any plan that tears through the center of the CID could be considered when this neighborhood has already endured so much. It sends the message that the city of Seattle still considers the businesses, people, and legacy of the CID expendable. Simply put, if Sound Transit chooses any of the 5th Ave S options, especially when there is a viable option on 4th Ave S (CID-1a), you are deciding to tear apart the social, historic, and economic fabric of the CID. 4th shallow (CID-1a) is the choice that minimizes direct harms to the CID. The CID is a valuable part of the city, vulnerable due to past and ongoing neglect/harm, and worthy of Sound Transit's consideration.	Gina Marioni

04/28/2022	Potentially shuttering 19 businesses in the ID is harmful to our community. I5 has already ravaged the ID enough. Please reroute this station to 4th avenue to preserve the culture of Seattle.	Alyssa Johnson
04/28/2022	I am third generation Chinese-American, and my extended family established themselves in theC-ID. For example, my grandfather, Henry Mar Hing plus other Chinese men formed the Kong Yick Investment Company (est. 1910) that continues to today. In addition, my grandfather opened Yick Fung Company (1910-2008) that eventually was taken over by my father, James Mar. Through this small business, they were informal case workers to assist many immigrants with housing, medical information, translations, etc. without expecting payment. Other family businesses included Bo Wah Jewelry and Sun May Company. They both opened in 1911, and Sun May remains in business in Canton Alley, operated by my cousins (Constance Magorty and Donnie Chin- he was a volunteer medic for C-ID and was murdered almost six years ago- murder unresolved). Donnie's love and vigilance kept C-ID safe 24 hours/day. It was this type of support that allowed the immigrants a place to live and work safely. This balance is very fragile, for this community is almost voiceless because of a language barrier. I know that if the C-ID community could truly speak to you, they would tell you that they do not want their lives and livelihoods to be disrupted and forever changed by displacing small businesses and residents who live in the apartments above those establishments. The C-ID is a small, unique community that is mostly made up of immigrants. Where would they go? A new light rail hub in the C-ID would have a negative impact on those who are in the community (workers, residents, visitors). Having to endure possibly a decade of construction will definitely impact the C-ID in the worse way possible. Due to the discrimination and high crime in the area, the C-ID is already fragile, and many businesses are struggling. Having to overcome the challenges that a large and long construction project is going to be destructive and will make it difficult for the community to survive. It saddens me to know of the possibility that the C-ID will be victim to this project if the C-ID is chosen. My ancestors worked hard and made many sacrifices to thrive and build the C-ID. They are no longer with us, but they, too, would be very disappointed and angry if this project moves forward in the C-ID.	Dorrienne Chinn
04/28/2022	For the Comment: My name is Hisato Kawaminami. I have lived in Chinatown International District (CID) for several years and I own a business in the neighborhood. After talking to my business partner, other business owners, and other neighbors. I think having the light rail station on 5th is a terrible idea. My wife takes my 1 year old son on daily walks around the neighborhood and knowing that there will be street closures and air pollution from the construction will disrupt the health of my family. With my business being so close to 5th, this will also effect the overall business and amount of people will want to come to the CID. I ask that Sound Transit re-evaluate their plains on where to put the light rail station and be more transparent in where they gather their data.	Hisato Kawaminami
04/28/2022	The Chinatown International District has often been a scapegoat for the city of Seattle. In WWii the Asian community endured interment and were forced to leave our neighborhood. Now Gentrification threatens us again. These shops won't exist if the shop keepers can't afford to live here. They won't exist if they can't afford to pay their workers or have their kids go to day care and school near by. We were forced to live in the CID because of Redlining. We made it our home and it is special to not just us but over a thousand non English speaking Asian American seniors who deserve to stay in their neighborhood, which they dedicated their lives to creating. People my age are Yonsei, 4 generation Japanese American, or maybe they're first generation Khmer or Somalian. The Black community and disabled community has a home here too. Putting this project here takes away more historic buildings, it makes more people houseless and those people are Asian American seniors.	Dean Kubota

04/28/2022	Please reevaluate the impact that CID-2a, the 5th Avenue option has on businesses and more importantly, people. The demolition and displacement that this option creates would cause irreparable harm to an already vulnerable population. It's stated that this is the cheaper option, but it's coming at the expense of real human beings who live here or have a livelihood here. The CID-1a, 4th Ave shallow choice is the better option.	Jintana Lityouvong
04/28/2022	Chapter 4 Chinatown gate should , if not already be designated a landmark and preserved . The future should honor and respect the past .	C Chinn
04/28/2022	The placement of the new light rail station in the International District shouldn't be selected without fully-informed, transparent consultation with the residents, tenant business owners, and workers of the District. Consultations in which these stakeholders have actual power. The fact these location proposals only came to general knowledge of the public (via TV news and the District's facebook page) on the final day of the comment window is very worrisome. The District is already split and hemmed by interstates and other major, pedestrian-unfriendly roadways. A new station shouldn't come at the cost of further eating into the district by demolishing buildings which house dozens of small businesses. These small businesses are the entire reason to visit the District.	Natalie Wilkie
04/28/2022	I support the the "4th St Shallow" or "4th St Deep" option for the Chinatown section of Sound Transit. The 5th Ave option would destroy many Chinatown businesses.	John Liu
04/28/2022	I'm an employee of Ada Developers Academy which is located on 5th Ave S. The proposal in its current state does not provide sufficient detail on the environmental impact (noise, air quality, street closures, taking away parking spots) and potential mitigations for businesses that will inevitably be disrupted. Cumulative impacts around the community's ability to stay and thrive remain unaddressed. I am not in support of the EIS and any of the options as they stand. There must be more community input from the International District to reach a favorable solution for all.	Jerica Huang
04/28/2022	Move forward with the 4th Ave option	Daniel Beadle
04/28/2022	After reading the options for the West Seattle Ballard Link Extension, I would like to show my support for the 4th Ave S alternatives. The 5th Ave S options for the station have too many negative impacts, including the displacement of 19 small businesses that are cultural hubs for Chinatown/International District. As an Filipino-American person, these are treasured places where some of us are able to feel connected to our cultures and have space for our communities. Cultural hubs like Hood Famous, that are just barely getting out of the struggle of the restaurant industry from the pandemic, will be needlessly put in another challenging situation. Chinatown has been historically negatively impacted by various construction projects in the past, and there is an opportunity to not repeat history. Please consider the cultural impacts of this project and move forward on 4th Ave S. Thank you.	Angelica Sta. Teresa
04/28/2022	Imagine what Seattle would be like without a Chinatown-International District. That may be the ultimate outcome if we don't pay attention to the well-being of that neighborhood. Building on 5th Avenue will negatively impact the Chinatown-International District, a historic and already fragile neighborhood that is trying to recover from effects of the pandemic and anti-Asian hate. The C-ID has also already suffered the negative impact of other major transportation projects disrupting and tearing apart the neighborhood and ultimately, community. Those effects are still felt to this day. Please do not build on 5th Avenue for the light rail project and make 4th Avenue the solution. Please find another way - we know you can.	Margaret Su

04/28/2022	I am writing my remarks as someone raised on Queen Anne and now a resident in north Ballard for the past 30 years. I certainly agree with the Six Needs listed in the Alternatives Evaluation, and especially Need #5 – the importance of providing access to the highest number of riders. For the Smith Cove stretch, I would support using 15th Avenue West as the route along Interbay. It would provide easiest access to residents of the dwellings along the east side of 15th and the easiest access to workers at all the businesses on the west side of 15th. Moving the route one block either east (up the hill to 14th) or west (to the BNSF right of way) would reduce ridership of either residents or workers. For the Interbay Station, I would support the Elevated 15th Avenue Station. Anyone who has lived in the area knows that Dravus St. gives the best access to residents on both Queen Anne and Magnolia by car or bike. And 15th gives the easiest access for Metro riders coming from the north or the east. As for the Ballard Station, I think it is imperative not to lose any more maritime or manufacturing facilities than absolutely necessary. Preserving and expanding maritime and other businesses is essential to why so many people live and work in Ballard. Tunnelling under the canal is the only way we can preserve the historical roots of Ballard and the future potential of Ballard. We need our elected officials to get the third-party funding. Thank you	Chuck Richards
04/28/2022	Hello ST3 team, Make the tunnel option the preferred design for ST3 for West Seattle. Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported. Thank you, Lexi Reifel Mobile: 425-301-1221 lexi.reifel@gmail.com	Alexandra Reifel
04/28/2022	Please choose the 4th Ave plan. I believe the 5th Ave plan is detrimental to a community with deep roots, and a vibrant part of the city. I travel to the ID multiple times a week and frequent many of the small businesses located in the area. It is my favorite neighborhood in the city. I moved here 5 years ago and I chose Seattle because of its diverse population (and the weather). I feel this community has had enough hardship that it would be unfair to pile on more economical stress if the 5th Ave were to be picked. It is not that difficult to circumvent that 4th Ave area in a vehicle compared to the devastitating impact the 5th Ave would have on a community. What is the point of a city that values transit stations over the people who live there? Thank you for the opportunity to comment.	Kathleen Wheeler

04/28/2022	Please do not eliminate any stations in the proposal. Planning for a dense, walkable future throughout the region is both wise and necessary. All below-grade stations should be as shallow as possible, especially the midtown station. Reducing travel and transfer times should be a priority to ensure the best experience for riders. My preferred station options are: INTERBAY: Thorndyke Retained Cut (IBB-2a/IBB-2b); SEATTLE CENTER: Republican Street Station SOUTH LAKE UNION: Please study additional options, the current ones are too far west DENNY: Westlake Ave Station (DT-1) WESTLAKE: 5TH Ave Station (DT-1) CHINATOWN/INTERNATIONAL DISTRICT: 4th Avenue Shallow Alternative (CID-1a), please study cut and cover over downtown transit tunnel SODO: Mixed Profile Station (SoDo-2)	Stephen Pettis
04/28/2022	Please do not build a new station on 5th avenue in International District/Chinatown! The neighborhood is one of the best parts of Seattle. It's such a thriving, beautiful community, and the thought of having shops closed, buildings demolished, and 11 years of construction in the heart of the neighborhood is horrible. If you have to build a new station, please choose the 4th avenue location, which will have minimal impact on the Chinatown neighborhood.	Caroline Steen
04/28/2022	To Whom It May Concern: My name is Derek Dizon and I am a Chinatown-International District community member and social worker. I am writing this message to oppose the construction of the West Seattle-Ballard Link Extension in the Chinatown-International District along 5th ave. In the early 1900s, my great grandfather migrated to the United States from the Philippines to work as a laborer. The first place he called home in America was the Rex Apartments, located in the CID on 6th ave and King St. For nearly 100 years, this neighborhood has been a safe haven for my family (along with many other local Asian Americans) as it historically reflects the cultural identity of our community, economic opportunity, and safety. The CID, similar to many Chinatowns across America, is a product of racism as historically, many Asians, Black, and brown people were not allowed to live in “affluent” or white neighborhoods. Systemic racism (xenophobia) such as Anti-asian exclusion acts, Japanese Internment, racist idealogies of yellow peril, and discriminatory housing practices such as red lining, have pushed Asian Americans in the most undesirable parts of cities across this nation. Seattle’s CID is no exception to this history, a history of oppression which continues its legacy today. The exploitive timeline of the CID can be exemplified through the city’s construction of Interstate 5, The Kingdome, T-Mobile Park, Lumen Field, current Light Rail station, and street car. Time and time again, the City of Seattle disregards the humanity of this neighborhood by continuing to geographically carve out and displace land and people of the CID. Today, the CID continues to be a residential neighborhood that continues to survive the daily reality of what it means to be an Asian American in the year 2022: Fear of anti-Asian violence, levels of poverty among elders, fighting for language access, the right to clean air, accessible pedestrian walkways, and a safe and accountable community, to name a few. The RET Report for West Seattle and Ballard Link extension lists racial equity outcomes such as, “Advance environmental and economic justice to improve economic and health outcomes for communities of color. Enhance mobility and access for communities of color and low-income populations. Create opportunities for equitable development that include expanding housing and community assets for communities of color. Avoid disproportionate impacts on communities of color and low-income populations. Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome” (pg. 5 RET Report). Continuing to construct a light rail station across 5th ave in the CID would contradict such outcomes and further marginalize the residents of this place. If Sound Transit truly desires to “identify opportunities to repair past harm” (as stated in RET Report), it must hold itself accountable to their own organizational values of inclusion, respect, and integrity by listening to the communities most affected by its projects and subsequently stop the further demolition to the CID.	Derek Dizon

04/28/2022	Having examined the DEIS, it is very clear to me now that the construction options that run along 5th Avenue pose an existential threat to the Chinatown International District neighborhood's community and future. I write this to you as a former long-time CID resident, employee of several of its great organizations, and a child raised in the neighborhood's playground of parks, bars, restaurants, stores, cafes, sidewalks, streets, and many other "third places" offered by the CID's uniquely vibrant environment, which happens to be inextricable from its history of formation and its community's struggle for survival. Dear Sound Transit, I have questions. Why this neighborhood? Why here? What amount of "community engagement" could possibly justify the placement of your gargantuan exhaust vents in an area densely inhabited by residents, businesses, and pedestrians? In a COVID-era time in scientific discovery where we now know the importance and priority of air quality in society, why would you choose to ventilate the bad, dirty air from the underground train station straight into the CID, the highest concentration of senior-aged residents in the Seattle-area? Who are mostly low-income, immigrant, Asian seniors! Did you know that kids live in the International District? (So much so, that multi-family housing has become a priority for affordable housing developers in the area. Look at the types of units SCIDpda and Interim have built and are building right now! They are specifically building large multi-room units because there is a tradition of large immigrant families living in the CID and there is a need/desire by large families to live in the CID. Renderings I've seen mocked-up for us to imagine these vents in the neighborhood (renderings not found in the DEIS, but by people who read the DEIS and modeled images to scale) are dystopian, to say the least. Laughably and horrifically so. To the authors of this version of the DEIS, the lead decision makers, and the Sound Transit Board: here's a hypothetical statement, that is hopefully an empathy-generating analogy and pair of shoes you could step into for one second. (And possibly a way to gauge how I feel about the proposed options on 5th Avenue.) What if the government bore a train tunnel into your backyard – no, your aging mother's backyard – connected a ventilation shaft from the nearest construction site to just outside her kitchen window and front door, and piped all the exhaust, smoke, and airborne particulates into her home's vicinity for 10 years? While that may sound like an uncalled for statement, it is not hyperbole. It is not an alarmist's exaggeration. This is what you, Sound Transit proposes to do to our community's grandmothers, aging uncles, children, mothers, sisters, brothers, shopkeepers, workers – real people who deserve better than to have their air further poisoned or have their mental health continually ground upon day-in and day-out with the incessant noise pollution you will bring, your mortar and pestle continually grinding on the brick and mortar of our neighbors' minds – by proposing to build right outside their front door. (And finally, the functional purpose of those vents I mentioned earlier.) You are indeed inflicting violence on a community with every right to live in a peaceful environment. The 5th Avenue options will bring constant destruction, ruin, and sadness to a neighborhood that has proven itself to be not only a place of life, but a place of life-giving impact for the greater Seattle region. Between redlining, Japanese incarceration, the building of the Kingdome, and the construction of I-5, the Streetcar, and all the other infrastructure and utility projects that you most certainly already know about, fueled and framed by the historically consistent malice and negligence of racism and white privilege, the CID has seen too many traumatic changes in its lifespan. Construction on 5th Avenue will be yet another chain in the chainlink of inconsiderable harm we have seen throughout the CID's history. Why is it that we, as friends, advocates, and member's of this neighborhood's community, find ourselves needing to speak up to prevent another violent act to be actively inflicted upon it by the powers that be? Why is it not common sense for the people at Sound Transit to not pursue the least violent option? (Move on 4th. Minimize harm.) Does Sound Transit think it can get away with the violent acts of displacement and community destruction by prioritizing the community AFTER they are gone (as suggested by the racial equity toolkit published in February)? The CID exists because the people who originally built it had nowhere else to go, and generation after generation the community made lemonade out of the lemons they found when they got there. Waves of Asian immigration could not go anywhere else but this area due to redlining, and the people who fought to preserve and strengthen these communities gave their lives to give its current shape. Communities survived and sometimes thrived DESPITE the game (This Very American Life) actively rigged against them. But this is not a reason for Sound Transit to do whatever it wants to because the community's resilience will allow it to survive this future – this is a reminder that Sound Transit NEEDS TO MINIMIZE HARM where harm has been par-for-the-course for so long, and quite frankly we do not know how much more this community can take before it's existence has been fully eroded. This project feels like engineers and planners who majored in science and did not take a single class in the humanities. I say this because Sound Transit's plans to build on any of the 5th Avenue options lack any sense of humanity. Where Is Sociology In The Draft Impact Environmental Survey? Where Is The Humanity In The 5th Avenue Options Which Plan To Rip Through The Chinatown International District And Leave A	Joseph Guanlao

Lasting, Cumulative Harm On A Community Of Color?

Why pick the 5th Avenue options, with the greatest possible number of businesses displaced?

How is this not class warfare? Were the neighborhood in question a wealthy, white neighborhood – Sound Transit would not have been emboldened to include the 5th Avenue options. The 5th Avenue options are so obvious in their de-prioritization of communities of color and those living in poverty.

I have a question. When Sound Transit sees and reads the word "community" as it relates to the CID, does Sound Transit not see that word and envision real people? Does Sound Transit not see real children live in the CID? Real mothers? Real seniors? Real people with dreams, hopes, and aspirations? Real people who spend time in real homes? Shop in real stores? Real business owners? Are small business owners not real people? Are small businesses not part of the real fabric of a community? Is the Chinatown International District not a real home for people?

Is the Chinatown International District not worthy of the same considerations afforded to more affluent, less Asian, more white neighborhoods?

By proposing to build in the CID with any of the 5th Avenue options, Sound Transit is saying boldly that Sound Transit does not see the CID as a real community. One of my favorite places to get coffee or get a drink is Hood Famous Cafe & Bar. The owners recently renovated to enlargen the place and account for the sizable and largely Filipino American community that patronizes it. Seattle's Historic Filipinotown, one could say, finds it lasting vestige in that cafe. Filipino Americans get the opportunity to imagine a future where the community can come together in a neighborhood where the community once was. We waited through the permissive ups and restrictive downs of the pandemic to eat and drink there again with our friends and family. The construction of I-5 displaced many Filipinos who once lived there. And now Filipinotown faces, once again, to see the glimmers of a community foothold washed away. With all the buildings surrounding Hood Famous (and the Publix, in which it is located) demolished, the streets closed, and the miserable level of construction noise, Hood Famous will effectively be surrounded by a moat of misery and chaos for years. How does any business survive that? Who wants to hear constant jack-hammering and beep-beep-beeping while they are studying or meeting with a friend? And how will the residents who live above Hood Famous in the residents endure the noise and pollution? That will become an area to be avoided during construction. Small businesses not immediately displaced by demolition will not have a fighting chance to operate and exist and make money as businesses. And residents will want – perhaps need – to move "of their own accord." (Really, you guys are forcing them out.)

Why were the residents in the Publix Building not specified as "displaced" in the sections describing displacement by the 5th Avenue options? Are those residents not real people, worthy of inclusion in Sound Transit's definition of displacement? How does Sound Transit define displacement as it relates to the residents who will leave because the air and noise pollution will have rendered their homes unlivable? (How many people in Capitol Hill moved away from the Pike/Pine Corridor during the ongoing protests where the police constantly tear-gassed demonstrations? Those 2020 protests lasted a summer in that area, and the ST3 construction proposes to last a decade.)

I was told Sound Transit would have to answer every question made via comment. Above all, please answer this for yourselves: How will Sound Transit minimize harm and avoid unneeded harm and create a future where it prioritized THE LIVES OF PEOPLE above all else?

Consider my impassioned statement reflective of many who cherish the CID as their physical and spiritual home. I feel like had Sound Transit done any amount of real community engagement, Sound Transit would have received many more statements like mine. But alas, nobody knew. I talked to the owner of Oasis Tea Zone last week, and he had no idea that the building where Oasis is located (Nagomi Tea House) is slated for demolition. This is a business located just off 5th Avenue with a 20 year history in that location. It is preposterous to find out that the owner of Oasis did not receive outreach and engagement from Sound Transit on the fact of its demolition – so preposterous it can only be an intentional act of omission from the greater business community in the CID or a largely negligent oversight of the most extreme proportions – casting doubt on the levels to which Sound Transit had made any on-the-ground efforts to understand the community in which it proposes to build within.

I found myself angry while writing much of this. But I did not find myself overstating anything. I am saying things with added emphasis perhaps, or but not exaggeration. I may have said the same things more than once or twice because they need to be reiterated because we are not sure you understand. I would not be here with my grievances if it was apparent you already did.

People are mad and scared and rightfully so: the impacts of building on 5th Avenue are so obviously bad for

	the harm it will cause. Do not build on 5th Avenue. Building on 5th Avenue is not just a bad idea. It is a foreseeably destructive plan that will cause physical, mental, and psychic harm on people in the area, and erode the immeasurable gift that the CID is for people across the region and those visiting. If it means less harm, build on 4th Avenue. And make it worth it because it's gonna take a long time either way, and it will need to serve it's purpose for much longer than that. Please do the right thing.	
04/28/2022	Hi, I am commenting because I am concerned that some of the most incredible businesses in all of Seattle will be impacted and displaced, especially those on 5th. Please show respect and support to those who make Seattle what it is. Please whoever is reading these comments, please do what you can.	Emma Doerner
04/28/2022	The option to have new entrances on 5th Avenue should not be chosen. Not only would the immediate loss be felt with the demolition of buildings that currently house beloved establishments, but it would add to the list of unfortunate, and avoidable decisions made by people that hold city & county positions that altered the Chinatown-International District's landscape not only geographically, but also demographically, and culturally, while the neighborhood and the ones that call it home continue to be routinely ignored. Don't add to that history that spans generations. Revisit the plan, connect with the community and allow their collective knowledge to better guide the work that needs to be done.	James Sok
04/28/2022	Save the international district. Save the buildings in the international district which have history and are unique in style fitting the area. Save all of the international district small businesses, the owners, their businesses and well as their livelyhood. We need the culture. The buildings, the businesses and the people can't replaced once decimated. The are all a bit like the huge old trees we are loosing. Move the light rail station south into SODO which is more industrial and has many open spaces. The roads are wider and better accommodating to the high and heavy truck traffic that will be required. The light rail currently goes through SODO take advantage of it there. Save the international district.	D Dare

04/28/2022	From my desk at the Wing Luke Museum I can see Uncle Bob's Place under construction and the I-5 overpass crossing 8th Avenue and the historic King Street. Uncle Bob's Place is named after activist Robert "Uncle Bob" Santos and this development is the dream project commemorating his life: affordable family housing in the heart of the Chinatown-International District (C-ID); Uncle Bob's Place represents development and preservation. The I-5, cutting through the middle of the neighborhood, historically displaced countless C-ID residents and represents development at the expense of a marginalized, historically redlined, disposable community. The view from my desk is unique and absolutely precious to me. I can see community members walking from Little Saigon, where I get my weekly (sometimes tri-weekly) vegan banh mi; I can see coworkers coming back from boba breaks and chatting with construction workers on the corner; I can see people making the most of hard situations like houselessness under I-5 and volunteers who help clean up and offer translation services; I can see the historic building housing my precious Szechuan Noodle Bowl in the foreground juxtaposed with the new luxury apartments in the background. The view from my desk is just a small window of a community that is irreplaceable. I cannot stand the thought of this community being threatened in this generation, or in the next seven generations. This last week, I haven't slept more than 4 hours a night because something is seriously threatening my community. Earlier this January, a Draft Environmental Impact Statement (DEIS) was released for the West Seattle and Ballard Link Extensions Project (WSBLE). This project boils down to a proposed new train station that would be built in the C-ID. This 2000-page DEIS very clearly does not recognize the disproportionately negative impacts it will have on a marginalized, historically redlined and underserved community of color. Not only that, but it fails to hold Sound Transit accountable for the way past development has harmed communities of color like the C-ID and will harm the communities like the C-ID in the future. Furthermore, the DEIS does not include comprehensive or even reasonable research on the long-term public health and environmental impact of people most affected by the DEIS. Development in this current draft is not centered on the community it impacts. This project erroneously concludes that the construction phase is the only source of cumulative negative impact to the C-ID neighborhood. This is a false conclusion that has not been backed up by adequate research on how the health of, housing of, and future of the neighborhood is at risk. Uncle Bob said that "one development by itself does not necessarily affect the ID negatively, but all these projects together can cause an impact that drastically affects the lives and the small businesses of the people in the community." This project is just another proposal in a long line of historically neglectful and systemically racist development. Because Seattle needs its communities of color to be healthy and thriving. Everyone deserves a neighborhood where residents can breathe clean air and conduct business and have safety at home. In my line of non-profit communications work, I've fielded questions and heard some common comments as awareness of this DEIS has grown. "Be mad at cars, not trains": are there options that don't require the displacement of people?It's not an either/or issue at this stage. "It has to happen somewhere": accessible, equitable, and efficient public transportation development is absolutely necessary; however, that kind of development is only possible with decision-making made with clear accountability to the public which centers communities most impacted at at risk and their health, and livelihood. Why was this neighborhood chosen for a new station and were those neighbors consulted? "Public transportation development is good for achieving climate change goals": This issue is not about opposing public transportation nor is it just about the construction affecting the neighborhood in the short-term. It's about development being in harmony with public health and specifically the public health of those who surround development in the long-term. New train stations need ventilation for tunnels and in the DEIS, those ventilation points – or a release of pollutant air – disproportionately affects this community. Does the environmental impact report account for the long-term health of C-ID residents and especially children there? "What are you suggesting as an alternative?": I am not an expert in drafting public transportation proposals nor is it my job to be – the responsibility for that is on Sound Transit. This public comment period is about asking for due diligence on behalf of the community affected by this DEIS, and for things to be done right by a historically marginalized community. I'm concerned about the options in the DEIS because I have folks I care about in the C-ID. Can you provide more options? I don't like any of them because they don't seem fair. "Can I comment if I don't live in the C-ID/ if I'm out of town?": People who visit Seattle and people who live outside the C-ID have a voice that needs to be heard too! They might be concerned about the	Tidaporn Trout

	neighborhood not feeling the same when I visit again because the shops affected were so unique and it was so beautiful last time. Sound Transit needs to go back to work and do research properly to present equitable options especially in respect to the C-ID. These aren't the only options. They're just the cheapest. Sacrificing people of color's health and homes is unacceptable. Period. This last week, I haven't slept more than 4 hours a night because something is seriously threatening my community; however, it's not paralysis that keeps me up anymore. This last week, I've felt newly mobilized to start working with my peers and to start writing and to start using my voice to make this issue known to others. I credit my friends in the neighborhood for that feeling. We are encouraging each other now, no longer waiting for some unknown activist savior. My friends are hosting open mics, educating the public about what to do, and building an organized community. That sense of dread I have felt about the future of the C-ID has rapidly changed into one of hope. The energy here is urgent and angry and loving all at once. I feel a sense of purpose and I feel the community waking up to that too. Please consider lending your voice on behalf of this community like no other, for there will never be another like it.	
04/28/2022	I DO NOT support the expansion on this project if it is going to affect the long standing and vital businesses on 5th Ave. Please re-consider the scope of this to only include 4th Ave. and spare these businesses.	Kadra DeFils
04/28/2022	This comment is in support of comments made by Wing Luke Museum on the impact of the light rail options on the CID community. This community was hit harder than anyone by the pandemic, and have had a history of being pushed aside in the name of progress. Ensuring that further impacts on this community are taken into consideration and providing solutions for those impacts is crucial in preserving and supporting an already struggling community.	Gabrielle Hogan

04/28/2022	I'm writing to raise concerns related to section ES.3.1.2.2. I'm concerned in that I don't have faith that these historic and often marginalized communities will not get the necessary consideration and that "cost" will be a larger consideration in the equation than the holistic impact they'll feel. " All alternatives would have an adverse effect on historic properties. Alternative CID-1a* and Option CID-1b* would have an adverse effect on Seattle Chinatown Historic District from construction disruption and to Pioneer Square-Skid Road National Historic District from construction disruption and partial property acquisition." This quote leads me to believe that not enough consideration was given to even more options. I'm far more interested in paying additional taxes to protect these communities than taking the cheaper route to get things done. Why aren't there options on the west side of 4th Ave? I'm sure there are complications I'm unaware of, but I want to hear about all options that might protect small businesses in the area that done have the means to protect themselves. The CID has historically had promises made to them in the name of progress that never are lived up to, and it feels like it's about to happen again. I think it's a pipe dream that any small displaced business will be able to survive these proposals. This feels like a bad 80s movie.	Chris Brummel
04/28/2022	Hello I am commenting to express that I am in favor of the 4th Avenue plan and against the 5th Avenue plan that would be a detriment to Asian American owned businesses.	Mehul Patel
04/28/2022	For your comment: My name is Alan Trang and I've been a long time bartender in the neighborhood and formerly lived in Chinatown International District (CID). After speaking to my customers, friends, and family a about how the light rail station project, I don't think the 5th Ave sites would be beneficial to neighborhood. I enjoy working as a bartender in the neighborhood because of the history and culture. People from the local business and the people who live in the neighborhood bring a great experience that doesn't exist anywhere else in the neighborhood. By displacing the businesses and residents, this will also force a lot of the culture and what makes CID a great place to be. I want Sound Transit to re-evaluate their plans for 5th and 4th ave to find another alternative. I ask that Sound Transit also be transparent in their data and how they come to their conclusions in these light rail sites.	Alan (TN) Trang
04/28/2022	Please select the 4th Ave. Option!	William Agle
04/28/2022	To whom it may concern, I am a resident of 4847 California Avenue SW. This is a condominium building located on the west side of California Avenue at the intersection of California and Hudson. Although the building is not in the direct path of the preferred alternative elevated 41st/42nd station, myself and many residents of the building have concerns that the building of an elevated light rail line could significantly impact the livability of our building. Our unit, including the bedroom, face east across California Avenue, so I am concerned that sound from an elevated light-rail line could significantly impact our quality of life. My understanding is that a short tunnel route to the Alaska junction has been considered that could have a similar cost to the preferred alternative elevated 41st/42nd station. I would request that Sound Transit carefully consider this short-tunnel option as it may reduce the impact to residents in our building. I think this option also warrants further consideration because any expansion of the West Seattle light-rail line further South in the future would potentially displace thousands of residents along California Avenue if the elevated route were continued and significantly impact the livability of thousands of other residence who live in apartments, condos, and townhouses along California Ave. Thank you for your time and consideration. Best, Dan O'Brien	Daniel O'Brien

04/28/2022	I am writing to express concern about the proposed Chinatown International District Segment options outlined in ES.3.1.2.2. The CID is a culturally vibrant neighborhood that has already been bisected by I-5. All of the options you've proposed will displace small, local businesses. 5-8 seems like a lot and 19-27 would totally change the neighborhood's character. These businesses have been managed to stay afloat with the pandemic and xenophobia, but they may not be able to weather (even temporary) displacement. Main street intersection closures and construction activities will disrupt life for the area's residents, many of whom are low-income, non-english speaking, elderly immigrants. I understand that building light rail extensions will have some adverse impacts and I support more public transit. I also believe it is important that infrastructure projects be planned and executed in an equitable way. I hope that Sound Transit is taking seriously its responsibility to think about and document clearly and completely the impacts this project will have on this vulnerable community. Please be sure to explore any and all options to minimize disruptions and protect this living and evolving piece of Seattle's cultural heritage. Thank you for your time.	Alise Kuwahara Day
04/28/2022	Please consider avoiding 5th Ave. There are many businesses including my favorite boba tea place Oasis, that would be displaced if construction were to take place there. Least disruptive option seems to be on 4th Ave S. Even there, please try to research other long term impacts it'd have decades after construction ends. It would be great to see Chinatown International District thriving because of the new transportation options provided by Sound Transit.	Aung Oo
04/28/2022	As a resident of the International District (Chinatown, about a block from the existing Link station), I am excited to see our transit options increased. I'm looking forward to more feasible transit options to Ballard and other neighborhoods, and visitors from those parts of the city will be great for businesses in my neighborhood. However, I am extremely concerned about alternatives CID-2a and CID-2b and their impact on a neighborhood the city already neglects in favor of wealthier, whiter areas. Small, minority-owned businesses are the lifeblood of the international district, and many have struggled recently due to the pandemic and other social and economic factors. It would be terrible to displace nearly 30 of them; many would likely close permanently, including several cultural touchstones. It would also be disastrous to displace residents in a neighborhood already straining under the effects of gentrification. Proposals CID-1a and CID-1b are much better. The space on the other side of 5th Ave is basically empty above ground and contributes nothing to the neighborhood aside from the existing link station. These proposals would therefore do little harm to the neighborhood beyond the temporary disruption inherent to a major infrastructure project. This is a great tradeoff: all the benefits of an additional light rail line without taking away any of what makes International District so vibrant and special. I understand that it is substantially more expensive; half a billion dollars is a lot of money. But after more than a century of neglect (and sometimes worse), it seems like the least Seattle can do for CID.	Nathaniel Woods
04/28/2022	Please build on 4th Avenue versus 5th. The damage to the neighborhood would be devastating if the construction is done on 5th. More shops and businesses would be adversely impacted by the 5th Avenue construction. Please do not build on the 5rh Avenue plan. Thank you for the consideration. DMK Doug Kinoshita 206-660-3546	Doug Kinoshita

04/28/2022	Re: Chapter 2: The West Seattle-Ballard Link Extensions must put riders and increased ridership first. Stations should be as shallow as possible to minimize total travel times and improve accessibility and reliability. Many of the proposed station depths, especially at the Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are common for the large number of riders who are not suburban commuters. Any deep high capacity stations must have significant capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Elevators should go from the street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Section 2.1.2.2.1 Prefer the Mixed Profile Alternative (SODO-2) - bias for supporting improved frequency and reliability. Study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility (re page 6-5). Section 2.1.2.2.2 In Chinatown/International District, reject any deep stations and study shallower 4th avenue stations, similar to Option CID-1a. As a critical regional transportation hub, transfer times must be optimized Section 2.1.2.2.3 In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. At Westlake, build 5th Ave Station [DT-1], but update the elevator and escalator plan (Appendix J, pg 173 / B05-ASX100) to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At South Lake Union Station: Reject both presented options, study a Westlake Avenue or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. The presented options are too close to the SR99 interchange which is a pedestrian hostile environment and too far from neighborhood centers of activity. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Kahn Duong

04/28/2022	I have not once ever heard anyone living in the Seattle community request Sound Transit demolish sections of the Chinatown-International District [CID] in order to expand "services." As a 6th generation Chinese American, speaking on behalf of the diverse senior communities living in the CID that are not internet savvy, their associations resoundingly condemn this latest racist action in a well documented history of injustices committed against minority communities in Chinatown. Given the option, no expansion of ST3 into Chinatown at all is their preferred option, especially since the region from SoDO to the Stadiums offers ample alternative to demolishing this residential community. Of course the 4th avenue “alternative” is the least worst poison pill the community is willing to accept, but it should persist as a mark of shame for the next 100 years upon EVERY single individual involved in this prejudice fueld push by ST3. The Chinatown-International District is not some transient parking lot, there are children and families that live here. It is the heart of the Seattle Asian-American and Pacific Islander community of the entire Pacific Northwest. Moreover, it is a National Historic Treasure from the Streets that Bruce Lee called home to the Wing-Luke museum to the oldest Chinese-American association in the country. From the hate crimes and government mandates of recent years; to vagrancy that has been directed at the CID; to unsolved murder of Donnie Chin; to the need for Donnie to Co-found the International District Emergency Center to begin with; to I-5 threatening the neighborhood; to the King Dome proposals; to the Internment of Japan town; to the Chinese Exclusion Act, lynch mobs, and burning down of Chinatown of the past the Government of Washington and Seattle City just never seems to be able to just leave the community alone to prosper. Yet, what an amazing coincidence over the decades that they can find every justification or another over the years to destroy parts of the International District. The 4th Avenue option is the least worst, but it will also necessitate: 10+ years of pollution that the “environmental impact analysis” doesn’t address for in public health; it does not account for the fact that at least 30-50 years of environmental remediation efforts will be needed to offset this construction; as a American Society of Transportation Certified logistician I see the economic necessity based on the population size of the region doesn’t require expansion of this scale; the final products calls for an exhaust structure that will pump dirty air into the International District for generations to come with an elementary school nearby; Sound Transit right now is not safe and has ample other concerns funding should be going to; and the community doesn’t want this expansion (of course that appears to be the least concern for ST3).	Sea Chan
04/28/2022	Dear Sound Transit, I rent an art studio in the Inscape Arts and Culture building; I’ve been a tenant there since 2012 and have spent a great deal of time in and around the Chinatown- International District, frequenting many businesses, attending cultural events, and using the current available transit options. I recently attended the CID - specific virtual public meeting about the West Seattle and Ballard Link extensions on 3/22/22 and have reviewed information on the website and downloaded the current DEIS. I am troubled by the options offered for the CID portion of the Ballard Link extension and the potential construction impacts on the many vulnerable communities that live in and access this neighborhood, including large numbers of elderly people. None of the options are good; the 5th avenue routes seem particularly likely to cause irreparable harm to the coherence of this important neighborhood and community which has already weathered so much historic harm. Please consider routing these extensions another way. Thank you, Britta Johnson	Britta Johnson

04/28/2022	I strongly feel that options 1a and 1b on 4th Ave are not only the ideal choices for the new Link line, but they are the only acceptable choices. All other suggested options will disrupt— and thus harm— the Chinatown International District, a vital and historical community that has, historically, been subjected to far too much disruption. I am part of the staff at long-standing restaurant Fort St. George, and in my year of working here, I have witnessed and been invited into a community ceaselessly welcoming and ever-growing, all while maintaining deep roots and an awareness of those who came before. In short, the CID does not just house people— it provides a home to people. Including myself and those I love. I ask that Sound Transit please take the time to prioritize the options that do not destroy this home.	Erin Hunley
04/28/2022	ES.3.1.2.3. Downtown Segment: I don't think the current placement of the South Lake Union station is ideal in either DT-1 or DT-2. I believe DT-2 has the better overall layout when connecting with Queen Anne/Seattle Center, but the SLU station is on the wrong side of Aurora. Both proposals for the station miss the "heart" of SLU, somewhere near Mercer/Harrison and Westlake Ave. Having a station several blocks away next to Aurora seems like it would be underserving the SLU area. I would rather see the DT-2 layout but with the SLU station around Mercer/Eastlake instead of on the opposite side of Aurora. As far as construction impacts go, I would rather see the bandaid ripped off and the line built correctly the first time so that it serves the most people when it's complete. I don't think concessions should be made for temporary construction concerns. I would rather see cut-and-cover to have the station closer to the surface rather than multiple escalators/elevators to get down to the station - this would just add time/complications/discourage people from riding, and the goal should be to make access to public transit as easy as possible. Burying the station 8 minutes deep for an intra-city light rail will just hamstring passenger usage. ES.3.1.2.4. South Interbay Segment No strong opinions, but I generally think SIB-2 and SIB-3 are better options. I would guess the Magnolia bridge gets replaced at some point in the near-ish future, and these two options seem like they would avoid that potential complication. Also, having a station on Elliot seems more accessible than something on the opposite side near the ports/Expedia campus. I also think SIB-3 leads well into my preference for the Interbay station on 15th... ES.3.1.2.5. Interbay/Ballard Segment I think the IBB-1a option for a station on Thorndyke would be underutilized, unless significant effort was made to revamp the industrial area back there, and re-route buses to connect. For walking purposes, there's railroad that blocks all traffic to the northwest. With the IBB-1b or IBB-3, at least it's on 15th so there is access from all sides (and presumably bus connections up Magnolia and Queen Anne). That being said, I don't like any of the options that results in the Ballard station being on 14th Avenue. I would rather see the Ballard station at Market and 15th, which presumably would allow station access from both West and East sides of 15th. It's only a block, but crossing 15th as a pedestrian could be discouraging for daily commuting. 14th also seems less residentially populated than the area along Market west of 15th, going toward the heart of Ballard. 14th seems to miss the "main area" (Ballard Ave and surrounding apartments/businesses) even more than 15th. I'd love to see more stations along Ballard/Fremont/Wallingford trajectory, but I don't think that's in the budget. If nothing else, at least 15th seems like it would allow for more flexibility in the future toward the North. 14th seems like a dead end because it's mainly residential houses north of Market. If I had to pick an existing option, I would go with IBB-2b even though it's projected to be the most expensive. I don't particularly like the placement of the Interbay station on Thorndyke, but I think this station will be less utilized than Ballard in the end, anyway. I'd rather prioritize the placement of the Ballard station to be as accessible as possible, as it's a far busier area residentially and for businesses. 15th construction closures would certainly be more impactful than closures on 14th, but again, if it's being built, build it right. Also, from a purely cosmetic standpoint, I don't like the idea of a huge concrete bridge in the middle of the	Andrew Quesada

	Fremont Cut. These options also seem to have more impacts on Fisherman's Terminal and surrounding area, which would be entirely avoided with a tunnel option. Overall, whatever you do, please prioritize accessibility of use. If it's going to take 15 years to be built anyway (is there anyway to expedite this? Ballard could use the light rail yesterday), build it right the first time! Thanks, Andrew	
04/28/2022	Please don't build the transit on 5th avenue in Chinatown where multiple businesses will be severely affected and not to mention the entire neighborhood as well. Chinatown-ID has a long history of disruptions due to many construction projects which has affected this community in so many negative ways. Please try to build away from this neighborhood to preserve the health of the community. Thank you.	Phan Su
04/28/2022	I object to the proposed sound transit plan until there has been a viable opportunity for the CID residents and businesses to weigh in.	Robin Mar
04/28/2022	Please do not displace businesses in Chinatown	Daniel Jiang
04/28/2022	Please proceed with the 4th Ave option which preserves the cultural and historical elements of the neighborhood that the other concepts would destroy.	Ben Chapman
04/28/2022	I think this is a waste of time and money there's already a link in the area and this will be a disaster for the people who already live here. Don't destroy this community.	Marina Hooker
04/28/2022	No matter what option you pick there will be pros and cons. Transit is critical to the future of our city, however choosing 4th instead of 5th will do less harm to local businesses and community today.	Kristina Rakestraw

04/28/2022	Hello, Our family has been paying taxes in Seattle/King County for almost 60 years, and we are always fare-paying riders when riding the Link light rail between home and airport, and between home and UW and Northgate. I would hope that our opinion carries some weight. In reviewing Section ES.3.1.2.2. Chinatown-International District Segment options (pages ES-25 through ES-29), we feel the best choices are CID-1b, 4th Avenue Deep Station Option, or CID-1a, 4th Avenue Shallow Alternative. These disrupt the fewest number of businesses and upon completion result in a permanent reduction of travel time for riders to Lumen Field and T-Mobile Park, compared to the temporary and permanent increases in travel time present with the 5th Avenue options. The 4th Avenue options also recognize the cultural importance of the Chinatown-International District by minimizing the short and long term impacts to it from this major 6-10 year project. Thank you for your consideration. Regards, John.	John Lee
04/28/2022	I have major concerns about the health consequences of putting this light rail station in or near what we know is a historical neighborhood (CID) filled with people of all ages. Economic and environmental consequences make the 5th Ave options entirely unethical. I favor a 4th Ave option or reconsider entirely given how much construction disruption CID has endured (Kingdome, I-5, Jackson trolley). The displacement, replacement and erasure of people via this station further reinforces the systematic racism that POC and Asians face. Seattle can do better and this is an opportunity to do just that. Hearing the consideration of moving the west Seattle location to avoid a single apartment complex shows it is possible to not select construction that would irreversibly hurt a vibrant, critical, cultural neighborhood. Please don't continue to a history of displacement. It would be devastating to see CID deteriorate due to the wrong choice on link station. I love public transit but not at the cost of my peoples neighborhood.	Joye Sumner
04/28/2022	I feel as if this move for the city is inevitable but to have a chance to choose which plan would cause less of an issue for families and business owners, I choose building along 4th Ave. I am a former Chinatown resident and it would sadden me to see so many people get displaced. Chinatown holds much Seattle history it would be a shame to tear down much of the area to create space for a light rail station. I don't believe much space is absolutely necessary for what is trying to be done. Also, the building of this would take quite some time which would involve an overload of construction in an already congested area. We do not need more space being taken up. Plan to move forward with 4th Ave.	Bianca Lopez
04/28/2022	I am a longtime CID worker and someone with deep cultural and community ties to this neighborhood. I am opposed to all five of the Draft EIS alternatives for the CID expansion. The 5th Avenue options cut through the heart of the historic core of the CID and displace a devastating number of small, BIPOC-owned businesses. Traffic diverted into the neighborhood by construction on both 4th Avenue options would result in increased air pollution and decreased pedestrian safety, which would be especially harmful to the many elders, unhoused residents, and people with disabilities who live in the CID. The 4th Avenue shallow option would displace people from their homes. All of this is unacceptable. Sound Transit has conducted little meaningful engagement with small business owners, residents, and other community members in the CID, let alone culturally competent, in-language outreach for those with limited English proficiency. I first learned about the proposed alternatives and this public comment period only a month ago. This is true for almost everyone else I have spoken to about this project, including my coworkers, staff and volunteers at other CID organizations, grassroots organizers who are active in the neighborhood, and others who have cultural and ancestral ties to the CID. The fact that the 2,000 page DEIS has not been fully translated means our immigrant elders who primarily read and speak in Chinese, Vietnamese, and other languages are not able to engage with the full report. This is also unacceptable. I urge Sound Transit to extend the public comment period by at least 90 days, continue community outreach, and explore alternatives that will not cause displacement and disruption to the CID community.	Nina Wallace

04/28/2022	I am concerned that Sound Transit's current construction plans will negatively affect businesses in Chinatown-International District and potentially cause internal displacement for its community members. What is Sound Transit's plan for how they will support local businesses, restaurants, and community members who may be negatively impacted by the construction of the proposed light rail stations?	Emma Wong
04/28/2022	Thank you for providing a clear executive summary of such a complex transit expansion. The CID segment presents unique challenges specific to preservation of a historic neighborhood and as such I believe the route that prioritizes historic preservation should be pursued. This is 4th Ave shallow CID-1a. While the alternatives could allow reduced construction time or traffic interference it is only at the expense of historic buildings, businesses (18–27, CID-2a and CID-2b), and employees. Yes, CID-1a is potentially 5 years longer in construction time but at the expense of destroying businesses and buildings (CID-2a/2b) that have existed for over 100 years and have a lower chance of recovering. It is not made clear what the direct impacts of the CID alternatives would have upon the CID; these need to be more tangibly defined and not described through euphemistic terminology. The measure of impact on "historic properties and historic districts with adverse effects" is not clearly defined. Are the buildings destroyed? Partially removed? Relocated? The impact measure for "potential displacements" is equally misleading. How many of the businesses displaced will actually be able to come back when they are defined by the unique neighborhood in which they currently exist?	Aaron Conitz
04/28/2022	I am very concerned about this plan that is going to be building a new light rail station on 5th ave. This will destroy a lot of local businesses that have been around for a long time and also will be affecting the neighborhood for the next 10 years so. I do not like the plan for the 4th but it will be less evil in this situation. I like the idea of expanding the light rail stations throughout the city since it gives better public transportation but I believe this could have been located in a different place where it would improve the area without hurting small businesses. I hope you consider 4th option to be a better one in this case.	Daniel Oh
04/28/2022	Please don't displace more of Chinatown / the ID than is needed. Choosing either of the 5th Ave options would irrevocably change the area, and the city will lose a cultural stronghold. Fourth Ave not only displaces the lease number of businesses, but also seems to have the most benefits listed!	Sabina Look
04/28/2022	Hello, I'm writing to express my opinion/belief that no light rail work should impact international district, along 5th or anywhere else. As an individual who used to live there, and has an understanding of its unique history to Seattle and the US, it needs improvement and help, NOT disruption. Please do not do anything that will impact International District negatively. No construction. No detours. No traffic or pedestrian impacts of any kind. Thank you, Rod Custer	Rod Custer
04/28/2022	Don't destroy ping's dumplings please	Kyle Wong
04/28/2022	Any new roadway or train coming into or out of West Seattle needs to be in a tunnel. It was a mistake and disrespectful to the community that Sound Transit Line down Martin Luther King Jr Way S, was above ground. The rail is above ground because it is a poorer neighborhood, and no one was watching out for the underrepresented citizens. It is still said "What side of the tracks do you live on"	Don Goodwin
04/28/2022	Hello I am a community member who has grown up in the cid. Please don't move forward with 5th ave. option, the negative impacts outweigh any other option. Please don't displace so many people, for the cid has a repeated history of that. A decade of construction and pollution is very concerning, for that area is vital for community and culture. What kind of support will people have? Will rents end up higher? Thank you for your time. Peace	Shea Takabayashi Dailey

04/28/2022	The 5th Ave S options would impact many of the Chinatown international district businesses that is a staple for many local residents. There is a more viable option on 4th Ave S (CID-1a), in comparison to the choices of 5th Ave. Have you done more research and gather input from community members who might be affected? Please consider	Long Dinh
04/28/2022	Light rail plans threaten Chinatown - International District's future! The hub to be built on 4th Ave will take away businesses and jobs for over 200+ people and disrupt the Chinatown community and it's forever future. I attended the Open House Information at the 5th Ave Plaza in March and it seemed they were pushing to have the 5th Ave location to be best!!!	Marie Thomas
04/28/2022	The construction to expand the stations seem like they will displace many businesses, especially the expansion on 5th Ave in International District. There are a lot of businesses right by the existing station and it would be a shame to needlessly displace some long standing stores. Is there any way to expand those stations without significant above ground construction? Is it possible to make station entrances that are as unobtrusive as possible, ex: just a stairway down on an intersection - similar to subway entrances in NYC. Regardless, please consider the impact of expanding the station in international district as it is already an area that faces many struggles.	Sam Zhou
04/28/2022	The CID is a precious site that must be protected from the impacts of this project. What I am hearing from the community is that those who live, work, and have family there believe the 4th avenue option to be preferable to the 5th avenue option. From the research for your Environmental Justice report: "The general feeling [in the CID] is that this neighborhood has endured a disproportionate share of impacts from these [public] projects." I believe this is true. I don't feel it is sufficient to employ the same mitigation measures you would employ elsewhere along the corridor— the level of care & consideration must be even greater. This is an important historical neighborhood that means so much to the community, and the neighborhood and its residents have already faced decades of undue burden due to a long history of racism. If anything can be done to preserve the neighborhood and minority-owned businesses there, it should be done— even if it costs the city more money.	Madelena Romansic
04/28/2022	Due to the overwhelming cumulative impacts and threats to neighborhood cohesion, built up over 150 years and amplified by the WSBLE Project, furthering and cascading historical, institutional racism, we are concluding our response with a call for exploration of options for refinements to the proposed alternatives beyond what typically occurs from a DEIS to Final EIS that will not result in displacement within the CID. As our response indicates, without exploration of these refinements, the harm to cultural resources and social cohesiveness is far too great to risk the survival of the CID, a treasured place of belonging and an authentic historic cultural district like no otherin the nation. Additionally, due to the direct proximity of the 5th Avenue South alternatives within the CID and along its King Street core, we find the 5th Avenue South alternatives unacceptable and call for the options for refinements to move away from the cultural, economic heartline of the CID.	Tim Ichien
04/28/2022	While I support the increased access to public transit, especially for the ease of access for those who live & work in the C-ID and the potential business it will bring to the C-ID community, I implore you to select the 4th Ave option which will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood.	Ching-In Chen
04/28/2022	Please do not destroy Chinatown by routing the new light rail through it. Chinatown is a historic landmark enjoyed by all. It provides employment and housing to many who are marginalized. It is a social hub for the elderlies.. where will they go if it's gone? Where will you get roast duck?	Becky Chan

04/28/2022	While I support the increased access to public transit, especially for the ease of access for those who live & work in the C-ID and the potential business it will bring to the C-ID community, I implore you to select the 4th Ave option which will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood.	Ching-In Chen
04/28/2022	I am against any more downtown tunnels, especially in the International District which will damage the neighborhood irreparably. Also, a tunnel under the International District will forever change the historic character of the neighborhood, which should be retained. If a tunnel MUST be built here, I favor the 4th Ave. option, which would at least put it on the edge of the I.D. and not right down through the the heart of it, as in the other options.	R DeGabriele
04/28/2022	I agree with the Wing Luke Museum that the DEIS does not properly evaluate the impact of the West Seattle and Ballard Link Extension Project. There is much reevaluation that needs to be done before this project proceeds. In it's current state it will perpetuate indignities of the past.	Robert Moreno
04/28/2022	To whom it may concern, Thank you for the opportunity to submit feedback and for the work you are doing to make more accessible public transportation! I am currently looking at page 41 of the Draft EIS pdf, Table ES-5 about the Chinatown-International District segment alternatives. Of these, I think 4th avenue deep station option is the best since it will cause the least harm to businesses while also not displacing any residents. Although it will still affect 200 employees, I hope work will be done to support these displaced employees if possible. Please do not choose either option on 5th avenue as it will be very disruptive to CID and displace many businesses that make the CID what it is. ID is known for it's great food places, many of which right around the current light rail station and we all love it for that. The restaurant businesses are what make this area a noteworthy place to stop in Seattle. Many of the businesses on 5th are hubs for Asian / Asian American communities and are important to us. Places like Oasis tea are great hang out places with lots of memories while always being a reliable go-to spot. It would be a very big shame to see these businesses closed so please pick a direction that everyone can be at peace with as more communities of color have to fight against gentrification. I also currently ride the streetcar fairly frequently to get to the ID and get off at 5th and Jackson so it would be inconvenient to end up further away from the main part of ID where I go to. The area near 5th is historic, with the Chinatown gate always giving me a sense of comfort even though I'm not from Seattle nor Chinese. As an Asian American, we celebrate any representation where we can find it, especially in perilous times with unprovoked hate directed at Asians in light of Covid-19 etc. Even if it's in the cuisine and flavors crafted by local people, having that to hold onto is a precious thing. Thank you so much for taking time to read this and I trust you will make a decision that minimizes harm. -Rebecca Haynes	Rebecca Haynes

04/28/2022	Thank you for the opportunity to comment on the DEIS. My name is Rie Shintani, and I have been a Chinatown International District community member since 2008. I urge Sound Transit more comprehensively study the long-term economic, cultural, and environmental impacts of the ST3 project in the International District. The current DEIS is inadequate. It focuses mostly on the direct impacts of the ST3 construction and not the long-term negative consequences such as indirect displacements. While it is terrible to directly displace so many beloved small businesses on or near 5th Avenue South, it is also detrimental that ST3 will fuel unprecedented development and displacement pressures that the International District/Chinatown neighborhood is under today. ST3 and the additional station will significantly raise the neighboring property values, which will accelerate gentrification and displacement of long-term, low-income residents who rely on the culturally competent services and businesses available in the neighborhood and the small businesses and non-profits that serve these residents. Rising property values will result in rising property taxes, which makes the rents go up, displacing existing residents and businesses. Chinatown-International District neighborhood exists where it is because of historic restrictive racial covenants. Regardless of which alignment option moves forward, it's unjust for the ST3 to push out the very people who built the neighborhood. More meaningful studies and community engagement must be conducted using the Race and Social Justice lens. Ultimately, more resources will be needed to fully address the additional displacement pressures from the ST3 in the Chinatown-International District neighborhood. Are the 5th Avenue options truly cheaper than the 4th Avenue options if you also consider the detriment of the last remaining historic ethnic community in Seattle? A more comprehensive DEIS should've given us a clearer answer.	Rie Shintani
04/28/2022	Regarding the CID construction, I ask that you defer from building in the CID anywhere along 5th avenue. It impacts too many businesses and runs though the heart of the CID. Too many businesses and workers will be displaced	Angela Yonker
04/28/2022	Seems like there are a lot transfer points. Why can't there be one major transfer point downtown where the trains from West Seattle, Ballard and Bellevue meet? Would be more efficient and much easier for the rider.	Loretta Sutherland
04/28/2022	I write to urge the adoption of one of the 4th Ave (shallow or deep) alternatives for the light rail expansion. The projected costs do not adequately reflect the severe, long-term impacts on the viability of Chinatown-ID, already struggling due to increased rates of anti-Asian bias, a collateral effect of the Covid-19 pandemic. Do the right thing, and find a solution via 4th Ave! Thank you, J. P. Kang Rev. Dr. J. P. Kang Associate Pastor, Japanese Presbyterian Church of Seattle Affiliate Faculty, Seattle School of Theology & Psychology	J. P. Kang
04/28/2022	Please reroute the West Seattle Ballard Link Extension to the 4th Ave S option. The 5th Ave S route would displace 19 small businesses and would wreck a cultural community that has already been through so much the past few years. Please do not cause this much upheaval of the CID neighborhood. Choose the 4th Ave S route.	Tayler Hart

04/28/2022	Regarding: Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project to inform the public about proposed Seattle Light Rail expansions, local impact, and proposed construction options. Of the five options have been put forward by Sound Transit for expansion of Chinatown-International District Station: the three options place new station entrances on 5th Avenue S will displace many C-ID small businesses and result in the demolition of buildings that currently house Ping's Dumpling House, Joe's Bar, Pacific HK Cafe, and Oasis Tea Zone. No matter the location, station construction will require nearly a decade of street closures, detours, loss of parking, and subject residents to construction noise throughout the day. This neighborhood has been seriously negatively impacted during COVID-19. Cumulative impacts around the community's ability to stay and thrive remain unaddressed. The economic impact of the pandemic and anti-Asian American sentiment has hit the C-ID neighborhood harder and longer than most. Many of the small businesses that struggle to survive today will be hit even harder, Wing Luke Museum included. Evaluations by Sound Transit have failed to fully address and account for the ways in which the expansion will irreversibly change the neighborhood. I request that you take the impact on this neighborhood more seriously.	Maura G Fallon
04/28/2022	I oppose both the 4th and 5th Ave alternatives for the new train station to Ballard, but the 5th Ave alternative is worse. As reported in the draft, The C-ID HAS THE MOST MINORITY AND LOW INCOME PEOPLE THAN THE REST OF THE PROJECT. The C-ID is the major hub of Asian activity and culture in the City of Seattle and throughout the years the government has been negatively impacting the neighborhood, its people, and its businesses by lack of respect and thought for the Asian community. Fifty+ years ago the I-5 corridor already split the neighborhood in half and devalued the land around it without consideration to the its affects on the people, the businesses, and the cultural identities that rely on the area. You say that you are committed to "creating equitable processes and outcomes across our region" yet this project would be anything but that. With the 5th Ave alternative, more businesses will be affected and more people will be displaced not only for employment but housing as well. Furthermore, it would require the demolition of buildings along 5th Ave that currently house businesses that are major community gathering spots and fixtures important to the diverse fabric of the C-ID community. Is it equitable to the Asian population to lose important businesses and community hubs that may never come back to the area? Being relocated to a different part of the city loosens the identity and strength of the community, shaping it is ways that mainly benefit people coming from outside the C-ID. Is it an equitable process to exclude the many elderly, low income individuals who make up a large part of the fabric of the C-ID by not explicitly reaching out with targeted, culturally appropriate focus groups? Using the 5th Ave alternative would result in years of street closures, detours, and loud machinery in the C-ID, along with lowering the sound and air quality of the neighborhood with nearly 16 hours per day of construction. The C-ID already has among the worst air and sound quality of the city due to the I-5 bisecting through, the proximity to the stadiums, the trains, the bus hub, and the street cars. While section 6.1.2 of the report tries to suggest that these problems would be offset by the benefit of greater accessibility to the area in the long run, it fails to ask who that actually is benefitting. For the people who live and many who work in the C-ID, as well as community members who visit the area regularly, there would be a net LOSS. For years the quality of life of those who live, work, and visit the area will be much worse due to poorer air, louder noise, and greater hazards due to construction, not to mention the loss of the ease of access to the community, and the loss of beloved businesses. This lack of failing to see that the actual minority community of station placement not only benefits much less than the majority population but to their detriment overall, is the crux of systemic racism and displays blatant lack of equity, fairness, environmental stewardship and community partnership that Sound Transit professes to embrace. I am embarrassed by the city for so casually dismissing the importance that the API community places in the C-ID and for failing to see that time and again over the past 50+ years the government has failed the API community by continually eroding its places, failing to protect its people, and downright bulldozing the API population based on racist tropes and stereotypes of Asian not wanting to complain, of being hardworking so they'll land on their feet just fine elsewhere, and continuing to colonize the areas that they have built as their own places of community for mainly the white person's benefit. If a station has to be built in the C-ID, do it on 4th Ave, but better yet, place it out of the C-ID neighborhood altogether!	Estela Martinez

04/28/2022	To the Sound Transit Board of Directors, I am writing to express concern for the residents and community of the Chinatown-International district from the impacts of the proposed West Seattle-Ballard Link Extension. I moved to Seattle from New York City three years ago, without knowing or having a community to connect with. One of the first memorable meals I've had was at Pacific Cafe on 5th Ave S where I connected quickly with an immigrant worker from Hong Kong (where we both share familial roots) about native soft drinks. In that moment, I felt optimistic about belonging to and preserving the AAPI culture in Seattle that is so often diminished and fallen prey to racism and segregation throughout history. Despite not having seen my family in years, an interaction in my native tongue, with food that was nostalgic, Pacific Cafe felt like family on this particular night. C-ID 2a and 2b would not only threaten to end the legacy of Pacific Cafe -that I wish to support on a regular basis for my life-and it's neighbors, but it would threaten to destroy the preservation of a multicultural Seattle scene that many people seek out to visit. As a chef with a Cantonese themed food pop up , I seek inspiration from Joe's, a legacy dive bar space, coexisting with Pacific Cafe, a Chinese owned Hong Kong Diner, situated next to a Thai owned restaurant. There is historical meaning and charm to these businesses existing with each other that educates generations about Asian immigrants in Seattle; why they chose to settle on 5th avenue and how they melded with American culture. To destroy this strip of business shows a lack of consideration to the history and preservation of the international district and sets a poor example for Chinatowns across the nation. These details cannot be overlooked and I hope that Sound Transit can work with communities to decide on a less intrusive way to expand the light rail in Seattle. Thank you for your time, Christine Li	Christine Li
04/28/2022	I'm worried about adding a station on 5th avenue because of the displacement and business impact.	Peter Lim
04/28/2022	I support the option for West Seattle to build the LONG TUNNEL (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I support the removal of the Avalon station due to the low ridership estimate, and eliminating this station would save funds which could be used towards a tunnel. There would also be less displacements and impacts in the Avalon area. The Avalon Station is also very close to the Junction Station, and it seems like a waste, as residents in and around Avalon can walk to the Junction station easily as well as commuters. Please consider the longer tunnel plans.	Boyd Sugiki
04/28/2022	The CID has already had I-5 cut through. Why does the new train tunnel also have to come through? I prefer 4th Ave options, CID-1a and CID-1b, because they seem more fair.	ronald meriales
04/28/2022	I feel personally we should build on 4th. Keeping as much of chintatown in its orginal form means a lot to the people and the city. Destroying and burying the history that Chinatown holds would be devastating. Building the rail on 4th would be less congested for traffic for commuters traveling through. Please consider building this project on 4th. Thank you.	Raymond Ignacio
04/28/2022	Please select the 4th Avenue solution in order to preserve and protect the Seattle history of Chinatown ID. Although the 4th Avenue solution is estimated to be more expensive, this cost cannot be compared to the history, jobs, buildings that will be lost to the 5th Avenue station solution. Thank you for your consideration. Elana Lim	Elana Lim

04/28/2022	Leave ID Chinatown alone. Choose 4th Ave options. This historical and significant community cannot withstand more interference. I-5 and stadiums already squeezed it into pieces. Let white Seattle take the weight of this one. Leave our elders and vulnerable immigrant businesses alone.	Corinne McKisson
04/28/2022	The 5th Ave S options will close or displace up to 19 local businesses. The construction in this area will seriously impact the entire neighborhood. The 4th Ave S will cause road closures and displace only 5-8 businesses. We believe the 4th Ave shallow station will cause the least amount of harm to our historic buildings and community. Some businesses at risk on 5th: Fuji Bakery Oasis Musashis Seattle's Best Tea A+ Hong Kong Kitchen Chun Chun Rice Dog International Model Toys Milkie Milkie 4th Ave S is the only option that should be considered!	Rachel Senda
04/28/2022	The main consideration is preventing the disruption, displacement and loss of the CID neighborhood; the residents and their businesses. The 4th Avenue Alternative sounds like the best approach if all options with the least human and environmental impact are explored and exhausted. WE need to preserve and protect the Chinatown-International District; the culture and community. Thank you.	Michele Nako
04/28/2022	Please choose the 4th avenue route for the Chinatown station. We need to preserve our historic buildings.	Duke Bhuphaibool
04/28/2022	Hello, I am extremely concerned about the impact of C-ID2A and 2B on local businesses. These drafts would destroy so many treasured Chinatown-International District businesses, including Pacific Cafe, Ping's Dumplings, Musashi's, Joe's Bar, and more. I am a professional food writer and have worked as The Stranger's food and drink calendar editor since 2017, so I am intimately familiar with the city's culinary scene and appreciate the rich culture these businesses add to Seattle. My partner is also Chinese-American and I have witnessed her experience deep hospitality and connection at Pacific Cafe in particular. I fear that our city would be losing something truly irreplaceable if these businesses were to be destroyed and I urge you to find a way to preserve them. Thank you!	Julianne Bell
04/28/2022	Please do not go forward with building the light rail station through 5th Avenue! Doing so will affect small businesses and long time residents who have already been through so much. Please reconsider the placement of the new light rail station so that construction will be least disruptive to the international district community.	Alyetta Mendez
04/28/2022	I am grateful for the work that has been done on this project. I have been a resident of Ballard for 31 years. I support reopening the Ballard 20th Ave. NE/Thorndyke alternative. The purpose of light rail is to support the highest number of users. Ballard is expanding west of Market Street. This would produce an increased level of ridership and increased accessibility. I support the Interbay stop. This is an area of increased development. I support the Smith Cove stop. This stop will allow residents of Magnolia, who have been somewhat isolated by the transit planning. I live near 3rd NW and 58th NW. I want to use light rail. It is fabulous. Please coordinate with Metro to assure that bus lines feed into the light rail on regular intervals.	Anne Harper

04/28/2022	I would strongly advocate against the Chinatown-International District Alternatives. Not only would construction severely impact a neighborhood that is just now starting to bounce back from the pandemic and the racial effects thereof, but the environmental impact on a neighborhood that has a large senior population would be terrible. Additionally, a new station in this area could cause the destruction of buildings and businesses that have been a part of the International District for decades and force even more businesses out of a neighborhood still plagued by racial displacement. Having lived in a city with an actual subway system, it would make much more sense for multiple light rail lines to converge in already existing stations which there are a plethora of already in the International District.	Noel Chapman
04/28/2022	Please move forward with the 4th Avenue station to minimize the displacement of Asian businesses in the C-ID! The loss of these businesses for whatever stretch of time is a huge risk to keeping this local economy which is already on the brink of major loss after the anti-Asian and specifically anti-Chinese rhetoric during the pandemic. Any impact on the C-ID will disproportionately affect the elderly population that live here and that come here specifically to stay culturally connected.	Jennifer Cheung
04/28/2022	When deciding between the 5th and 4th avenue alignments for the CID station expansion, I urge ST to consider the distinct history of this neighborhood and its importance in the city. Though the light rail expansion is greatly needed, and disruption is inherent in a major infrastructure projects like this, the 5th avenue alignment would result in irreversible damage to numerous small businesses that hold a central place in this community, and are not easily replaced. The 4th avenue option is a viable alternative. It has its own costs and downsides, yet it avoids inflicting the worst effects on CID, and because of that should be the preferred option.	Daniel Jones
04/28/2022	I am writing in strong opposition to the DEL-5 & DEL-6 proposals of the West Seattle Link light rail extension plan. I am writing to advocate for Transitional Resources, an organization that supports many marginalized members of our community, as they will be directly impacted by these light rail plans. I am writing on behalf of the many voices that are not able to. Transitional Resources provides behavioral healthcare and supportive housing services to some of our most vulnerable populations. Their services meet the unique needs to serve individuals struggling with severe mental illnesses, and range from residential treatment to crisis diversion to intensive case management to vocational services. Transitional Resources gives them hope, opportunity, and a chance for recovery. Their model of care relies on multiple buildings that are in close proximity to one another, in order for the TR staff to provide the necessary support to clients. The proposed route for DEL-5 & DEL-6 directly cuts through the area in which a few of these buildings are located (Rise at SW Yancy Street, and properties at 2988 & 2980) and would drastically disrupt the ability to continue to provide such care. We are in the midst of mental health crisis, and to take away one more lifeline will do a huge disservice, not only to the individuals, but to the community at large. If anything, we need to have more places like TR, not take away places like TR. I am, always have been, and always will be, a passionate supporter of the light rail project and access to a robust public transit system. And as someone who seldom speaks up when it comes to these kinds of things, I feel compelled to speak up now. Please reconsider another alternative other than the DEL-5 & DEL-6 plans. Thank you for your time and consideration.	Lynn Phan

04/28/2022	I understand CID2a / CID2b with the idea of utilitarianism are the best option for the greater good — but I do not think Sound Transit understands that both of those options would destroy the years of community building, multi-cultural incubation of this neighborhood, that we all fought hard to hold back together when the city once again tear us apart with the planning of King Dome, I-5, and now with the WSBLE. I work in this neighborhood, and I love this neighborhood with people who care and love every inch of this place. CID 2a/2b would destroy and further displace the neighbor. There's only one CID in the nation with such a history of diversity of multi-cultural. Not to mention, the project summary is biased without taking accountability for the impact displacement of CID that clearly historically been proven. CID 1a & 1b seem to involve with longer time, and bigger "visibility" impact, but it would vitally create less displacement to the community and neighborhood itself. If I have to choose, CID 1a/1b is the choice. It is time to be accountable for all the displacement that has been done to CID. For the old-time sake, CID had enough and done enough.	Ling Chun
04/28/2022	Dear Sound Transit, Please select whichever option that does not impact the integrity, economic and cultural livelihood, the businesses and buildings of the Chinatown/ID/Japantown district. This historic section of town is too vital to this city and its residents. It is a vibrant historic neighborhood that is home to multi-generational families, preserved buildings, family-owned businesses, and community organizations that provide vital services to its residents and serves as a cultural destination and place of belonging for many throughout the region. They had to suffer through the construction of I-5 and other disrupting factors over time and this project, while valuable, could just kill this neighborhood. Please don't destroy this precious cultural asset to the City of Seattle in the name of bringing light rail to other neighborhoods. We must find another route that does not destroy the neighborhood! Thank you!	Ms. Jules Hughes
04/28/2022	Move Forward on 4th Ave Tunnel Station to avoid 5th Ave impacts	April Kwon

04/28/2022	HELLO, MY NAME IS ANDREA SMITH AND MY HOUSE IS AT 4139 25TH AVE SW AND WILL BE DIRECTLY IMPACTED BY MOST ALTERNATIVES IN THE DELRIDGE SEGMENT (DEL-1a, etc) I HAVE LIVED HERE SINCE 1997 WHEN I BOUGHT AND RENOVATED MY HOUSE WHICH WAS BUILT IN 1909, SHORTLY AFTER YOUNGSTOWN WAS INCORPORATED AFTER THE STEEL PLANT WAS BUILT IN 1904. THIS HISTORIC NEIGHBORHOOD HAS BEEN CONVENIENT, WITH EXTREMELY RELIABLE BUS TRANSIT ONE BLOCK AWAY ON DELRIDGE, WITH SERVICE TO DOWNTOWN IN 10-15 MINUTES. ALSO, THE RAPID RIDE H LINE HAS JUST BEEN COMPLETED. MOST OF YOUR PREFERRED ROUTES WILL DEMOLISH MY HOUSE, RUIN MY QUIET, TREE LINED NEIGHBORHOOD AND ERASE A HISTORIC DISTRICT. IN FACT,YOUR DELRIDGE SEGMENT PREFERRED ROUTES HAVE THE HIGHEST IMPACT OF ANY SEGMENT ON THE WSBLINK, DEMOLISHING BETWEEN 341 AND 607 RESIDENCES AND 31-77 BUISNESSES, ACCORDING TO THE DEIS. THERE IS NO PRECEDENT IN ANY OTHER ALIGNMENTS ON THE WHOLE SYSTEM FOR DESTROYING A WHOLE RESIDENTIAL NEIGHBORHOOD. ALSO, THERE ARE MANY LONG STRETCHES BETWEEN THE CID AND BALLARD WHICH HAVE TUNNEL OPTIONS, WHICH ALL MY NEIGHBORS HAVE TOLD YOU THEY PREFERRED IN WEST SEATTLE BUT I DO NOT SEE HERE WITH THE EXCEPTION OF SHORT STRETCHES. IN THE LAST 5 TO 10 YEARS YOUNGSTOWN HAS GROWN ORGANICALLY, EXCHANGING SINGLE FAMILY HOMES FOR 3-4 TOWNHOMES ON ONE LOT, WHILE KEEPING A SEMBLANCE OF A QUIET SUBURBAN NEIGHBORHOOD. ALL THIS GROWTH WILL BE DEMOLISHED FOR WHAT? A CLUMSY, TONE DEAF, OUT OF SCALE MONSTROSITY WHICH WILL BE OF NO USE TO THE CURRENT RESIDENTS. ALSO, MY WEST SEATTLE HEALTH CLUB GYM WITH ONE OF FEW PRECIOUS POOLS IN SEATTLE WHICH HAS OVER 5000 MEMBERS AND IS A MAJOR COMMUNITY HUB WOULD BE IMPACTED OR DEMOLISHED IF YOU DECIDE TO GO WITH THE DEL-6 ALTERNATIVE, AND JEFFERSON SQUARE (SAFEWAY, BARTELLS, UPS STORE, AND HUNDREDS OF APARTMENTS) WOULD BE DEMOLISHED IN THE WS JUNCTION. I DON'T UNDERSTAND HOW YOU THINK IT IS OK TO DEMOLISH EVERYTHING ABOUT WEST SEATTLE THAT WE ALL LOVE AND USE. IN SHORT, AS I HAVE STATED IN PERSON AT SEVERAL MEETINGS, NONE OF YOUR WEST SEATTLE ALTERNATIVES WORK FOR US OVER HERE. I DON'T NEED TO TELL YOU THAT WE IN THE YOUNGSTOWN AND OTHER WEST SEATTLE NEIGHBORHOODS HAVE HAD A VERY HARD 2 PLUS YEARS WITH THE WS BRIDGE DOWN. DO WE REALLY WANT TO LIVE THROUGH ANOTHER 5+ YEARS OF CONSTRUCTION FOR DUBIOUS BENEFIT? WITH THE BRIDGE CLOSURE, MY NEIGHBORHOOD HAS BECOME THE ONLY WAY IN AND OUT OF WEST SEATTLE. DO WE REALLY WANT TO CHOKE OFF THE ONLY WAY ON AND OFF OUR ISLAND WITH CONSTRUCTION AGAIN? ALSO, IF YOU DECIDE TO DEMOLISH MY HOUSE AND NEIGHBORHOOD I WILL EXPECT COMPENSATION IN LINE WITH TAKING AWAY MY OPPORTUNITY TO DEVELOP MY PROPERTY INTO 3 TOWNHOMES AS IS TYPICAL IN THE CURRENT REAL ESTATE MARKET. ALSO, ON THE MAJORITY OF YOUR MAPS MY STREET, 25TH AVE SW IS NOT INDICATED. ALSO, I DO NOT SEE A PICTURE OF MY STREET AND HOW IT WOULD LOOK AFTER AN OUT OF SCALE GUIDEWAY INVADES IT (SEE PGS 2-22, 2-23, 2-24 etc.) I KNOW YOU KNOW THAT 25TH AVE SW EXISTS, AS I HAD PARTICIPATED IN SEVERAL IN PERSON WALKS AROUND THE NEIGHBORHOOD WITH YOUR REPS, (STEPHANIE BOWMAN etc) BEFORE THE PANDEMIC. THERE IS SO MUCH MORE TO SAY.	Andrea Smith
04/28/2022	Please select the 4th Avenue site. The 5th Ave site would be very disruptive to the neighborhood.	Lillian Lahiri
04/28/2022	I am deeply alarmed by these expansion plans and their hugely negative impact on the Chinatown International District. While I am a huge proponent of public transit, this will destroy so much of the CID and displace so many. Have you even considered the devasting impact this type of construction will have on small businesses? The displacement that will occur when you literally destroy the buildings where people live and work? The CID is a hugely important part of Seattle's history and identity and these plans would gut this site of so much historical and cultural knowledge it's appalling. The destruction of a community of low-income, immigrant, elder folks ESPECIALLY during this heightened time of Anti-Asian hate is vile and offensive. The CID needs our support now more than ever NOT these plans of destruction and gentrification. Sound Transit MUST come up with a plan that does not threaten the CID this is unacceptable.	Kelly Linhardt

04/28/2022	Hello! I am a community member that is highly concerned of the potential displacement of the community members in Chinatown-International District. Chinatown-ID is already at high risk of displacement and 11 years of constructions, closed roads, and impacts on businesses can severely hurt our communities. The Bipoc community has historically been redlined into communities such as Chinatown, and we have created our own space and made it into a beautiful space. When the pandemic hit, anti-Asian crimes have harmed our businesses and many businesses either had to close and or is in more financial debt. Many of my friends and families own businesses in Chinatown-ID and they have shared about their struggles keeping their businesses alive during these times. The 5th ave options will severely hurt our businesses even more. Our elders, such as our grandmas rely on the resources that are provided in Chinatown-ID. Our elders, live in Chinatown-ID, and it is the ONE NEIGHBORHOOD where they feel closest to home. With language and economic barriers, resources that are provided by non profits such as Scidpda and Cidbda and at Hing Hay all have supported my elders. They donated free food to neighborhoods and apartments where our elders live, they provide culturally appropriate resources. It is instrumental that they have accessible roads, that they live in an area where they are not met with even more barriers to these resources. I share this personal story because this neighborhood, (aside from South Seattle), is one where I am reminded of my culture, where we the Chinese community can come to live and breathe and be within our culture, be with our elders, and be in tradition and solidarity space with others from the BIPOC community. Please choose the 4th ave option. Thanks,	Christina Chan
04/28/2022	The light rail must make it easy and convient for riders to easily transfer between modes of transit. Reducing the impact of climate change requires Seattle to expand public transit ridership. The only way that will happen is if it is convient.	Eric Boekeloo
04/28/2022	Please consider a station at 20th Ave NW and NW Market St. The more eastern locations have far less population, retail, and food within walking distance. Having the station central to the existing businesses and population is a far better location.	John Whitaker

04/28/2022	A. General Comments First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station. 2. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Still, even the most elegant station will struggle for riders if it's in the middle of nowhere, with few homes, jobs, activity centers, or transit connections nearby. Preliminary ridership projections aren't the be-all end-all, but all things being equal, the station alignment projected to get higher ridership does have a leg up. 3. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road. 4. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth, both market-rate and affordable. Sound Transit has an Equitable Transit-Oriented Development program that has aided in the construction of hundreds of affordable homes on the agency's surplus properties. Alternatives more favorable to TOD have an edge and they will help the system attract more riders down the road by allowing more people to live in close proximity to light rail. 5. Construction impacts are important but shouldn't solely determine a 100-year investment. Construction-related road closures weigh heavy on the mind of policymakers, but it is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes. 6. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines. B. Detailed Comments West Seattle Link a. Junction - Medium Tunnel 41st Avenue Station: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. b. Avalon - Retained Cut: Prefer WSJ-5 with a request to study a refined DEL-6 pairing. c. Delridge - DEL-6: Study of improved DEL-6 options that are compatible with the Medium 41st Avenue Tunnel [WSJ-5]. d. SoDo - Mixed Profile Station: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. 2. Ballard Link a. Chinatown-International District - 4th Avenue: Prefer 4th Avenue Shallow Alternative (CID-1a) alignment but please make it shallower. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than 4.5 minutes. b. Midtown - 5th Avenue: Make the station as shallow as possible, design station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. c. Westlake - 5th Avenue: 5th Avenue Station [DT-1]. Update the elevator and escalator plan to improve	Alan Fung

	ease of use and redundancy and find ways to speed up transfers and surface access. d. Denny - DT-1 on Westlake Avenue: Westlake Avenue Station [DT-1]. Update vertical conveyances and aim shallower. e. South Lake Union - Harrison or Central SLU: Prefer Harrison Street as the less bad option included, but study a Westlake Avenue or similar alignment centered in South Lake Union as much as possible. f. Uptown / Seattle Center - Republican Street: Prefer Republican Street Station and work to mitigate impacts to arts organizations to the extent possible. g. Smith Cove - Galer Street: Preferred Galer Street Station [SIB-1]. h. Interbay - Retained Cut or Slimmed Down 15th Avenue Elevated: Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. i. Ballard: Study pairing a high bridge with an elevated 15th Avenue Station and to continue to refine all tunnel options to put a station entrance west of 15th Avenue. Open additional study of the 20th Avenue Station/Thorndyke Tunnel Portal alignment.	
04/28/2022	Please choose the 4th option. This will cause the least harm to our Chinatown-International, a neighborhood that is already at risk of displacement.	Jade Wong
04/28/2022	I've lived in Seattle for a little over a year now and am late to discovering the beauty and joy in the Chinatown International District (CID). Despite the rising hate against Asian and Asian Americans, the heart of the CID Still beats and lives on. The 5th Ave S options would demolish, displace, or seriously threaten dozens of small businesses I'm only now coming to learn and love. If Sound Transit chooses any of the 5th Ave S options, especially when there is a viable option on 4th Ave S (CID-1a), the social, historic, and economic fabric of the CID will be torn apart. "How will you put a mitigation price tag on the compounded harm that past construction and infrastructure projects have caused? The harm isn't just caused by Sound Transit tearing down these buildings or closing down these streets the harm is done because we are still struggling with how to handle I-5, we've barely had time to THINK about COVID recovery, and barely had time to PROCESS the hate crimes that happened to our elders and friends in broad daylight. How will you calculate for that compounded exhaustion and chronic fear that this community has had to bear?" 4th shallow (CID-1a) is the choice that minimizes direct harms to the CID. CID-1a will reactivate Union Station as a transit hub! CID-1a will create much needed pedestrian and public realm connections between Pioneer Square and the CID. CID-1a will have more regional construction impacts, but that is the fair choice. The CID should not be sacrificed for the sake of the larger transit system. Sound Transit should pick CID-1a, 4th Ave Shallow, as its preferred alignment.	SHEENA WONG

04/28/2022	Please select the 4th Ave site and NOT the 5th Avenue site that would be more disruptive.	Lillian Lahiri
04/28/2022	Please choose 4th ave option.	Tsan Chan
04/28/2022	As a local 20+ year resident of West Seattle, I respectfully request the sound transit enter West Seattle through an underground tunnel with a station located at Erskine Way-California Ave-Edmunds. I currently live on 41st Ave SW within a block of the proposed station on 41st. As a long time house renter, my family will lose our housing with no compensation. Currently, street parking is restricted. 41st Ave SW is a narrow street with parking on both sides. Since 42nd St now has restricted parking, vehicle parkers from outside of the area park on 41st, leaving their cars to use buses to get to SeaTac. With a sound transit station nearby, parking and moving in a vehicle down narrow 41st will be impossible. I work in Human Services, providing resources to families in need of youth substance use disorder services. At best, my family is middle income. We can't afford to purchase a home in Seattle and have a generous landlord. If sound transit builds above ground on 41st or nearby, we'll be displaced and likely need to rely on government services to not become homeless. Please build underground and not displace middle income long time West Seattle families with limited living options.	Liz Wilhelm
04/28/2022	Re: West Seattle Tunnel Options: Choice: #1 - (#3) - 41st Avenue tunnel. #2 (Option #4 - tunnel) if tunnel can not be built then the least impactful location is along Fauntleroy (option #1) The raised platforms are grossly out of scale for the West Seattle neighborhood. Approaches will dominate the area, wipe out residential, block out light & views. especially if built closer to California Ave. Re: International District. Don't wipe out more of the exisiting commercial area.	MK McCullough
04/28/2022	Out of all the options, 1a deep ave is best for game days due to its ability to handle large volumes of people, is most accessible compared to needing an elevator, and is by far the least disruptive of the local businesses and community spaces which are crucial to preserve. All of the 2 options are inconsiderate of the asian community and business that exist and to simply uproot them feels immoral to do something to a community that continues to be displaced. It also ignores the growing celebrations and areas that would be shut off by construction that could span for over a decade. People live here, they work here, they come to this area because it makes them feel safe and to tear up a crucial part of the district feels like a slap in the face for all of the historical and cultural additions this neighborhood and its occupants provide to the city. Why is it that there are no funds or even considerations given for the relocation and costs and losses of this community? This lack of consideration doesn't give consideration for the kids, families, elders who see this as a constant demonstration that they aren't cared for, they aren't considered enough to even be told that they are being displaced but rather told indirectly. All of these businesses matter because they show Asian wealth and growth, they matter because they are rooted in the minority dream of being successful and proud to be american. It's a privilege to think that people can just uproot their lives and the community that has been built here… a privilege that many within the international district / chinatown do not share. Displacement could mean permanent destruction and harm to their lives and jobs. You are chipping away at the community and the land the people who have made this their one place historically they could feel safe. Please consider 1a as the most viable and moral.	Andrew Le

04/28/2022	Hi, I'm Cam. Seattle resident for 10 years, city employee, and transit enthusiast. I'm here to echo the thoughts of others, mostly Seattle Transit Blog, who have made extensive recommendations to help Sound Transit provide the most equitable and effective light rail expansion. To summarize some of their key findings, they include moving the Ballard station further west towards the already dense, walkable, and beautiful town center. Although many, such as myself, would like to see a future East-West line going through here, and would like to see a version of our current ST3 Ballard station that accommodates that future possibility, we still need to make sure that we're building in the heart of the neighborhood NOW rather than waiting for a future that might never come. Stations need to be shallower, especially the new very important IDC station, which should also avoid bulldozing businesses by going on 4th ave. Any "South Lake Union" station should actually be in South Lake Union. The full write up is here: https://seattletransitblog.com/2022/04/13/seattle-subways-summary-recommendations-for-the-st3-deis/ I hate to "make perfect the enemy of good" but we really only have one shot at this. I think I speak for many when I say taking the time to make sure every avenue is explored to the full extent, and to try and avoid drastic compromises is worth it. I realize that this plan gets more expensive each day we wait, but personally I'm willing to sacrifice time and money to get the world class transit system Seattle deserves, and is long overdue for. Now, to echo Seattle Bike Blog, another way to ensure this new system works well for more people, and improves our environment, is to make cycling a central focus of the project from Day 1. Biking and taking the train should not just be allowed but encouraged, in order to make the greenest and most efficient transportation system we can. Bike lane connections, large, free (or cheap) bike lockers, room for bicycles on trains, actually functioning bike rails to get bikes in and out of stations, these are of the upmost importance if we're serious about making this a green project. We should be building large, ride-in-and-park bike garages like you see in the Netherlands. In this way, the stations could become a central hub for all things cycling in a neighborhood - they should support this even beyond just supporting people who are riding the train; the whole neighborhood regardless of ridership status should see this as a beacon of bike infrastructure and green living, and then perhaps other places will follow suit. Thank you for your time! Let's make this new line the best it can be. I can't wait to start riding. -Cam Miller	Cam Miller
04/28/2022	To whom it may concern, After reviewing the proposed options in the Draft EIS, the 4th Ave options would provide a more usable alternative than the 5th Ave options for the following reasons: The 4th Ave options would be closer to the sources of high-surge demand from the sports venues. As mentioned on page 11, patrons may be unfamiliar with the area, thus the closer proximity of the 4th Ave entrances would help reduce confusion. The 5th Ave options would adversely impact the existing small businesses whose buildings would be demolished, in addition to the surrounding businesses and residents who would need to endure the additional noise over the course of construction. The demolition of the buildings would also be too close to the Chinatown Gate, which represents our sense of community. Let's endeavour to keep our community intact.	Ken Ma

04/28/2022	I am submitting a comment on the Draft Environmental Impact Statement (DEIS) for the West Seattle and Ballard Link Extensions. I am disappointed to see the plans laid out by DEIS. Currently, five options have been put out by Sound Transit for potential CID Station expansion. All five of these plans, especially those with options on 5th Ave, displace historic CID businesses (at minimum 5 and more likely 19), detour thousands of vehicles through the neighborhood's pedestrian oriented streets , and create disruptive construction, including noise and air pollution, for the next 5-11 years. The CID station is the only Link station to be surrounded by a densely populated community of color. It is unacceptable to not consider and adequately research other alternatives that would not once again put residents of the CID at risk of their livelihoods and safe and healthy living environment. We urge Sound Transit to reconsider options on 4th or 5thave and instead look to other options that will not displace our beloved residents and businesses in the CID. Businesses on 4th and especially 5th Ave make up what I consider to be half of the identity of the CID today. Displacing any of these businesses will forever change the identity of the CID and as such warrant more options to be considered before moving forward with the project.	Bradley Kim
04/28/2022	The entire purpose of the link is ease and accessibility at its core. Moving the station deeper or farther from the CID only increases travel times for the future link travelers, makes public transportation more inaccessible and, long standing valued businesses will be crushed. There has to be another option that doesn't include demolishing years of history and installing inconvenience.	Cieon White
04/28/2022	Hello! It's important to have efficient, safe, affordable public transit in Seattle. It's also important to preserve the cultures, businesses, and people that built these communities. The 4th Avenue option is much more suitable for the CID. The CID is an integral part of Seattle. It's probably one of the only areas that feels like the "old Seattle." Please support the businesses and the neighbors that live in the area.	Angelene Arciaga

04/28/2022	Cancel West Seattle Link West Seattle would be better served with frequent and more direct BRT service that leverages the SR 99 tunnel and does not require a transfer to serve the majority of trips to downtown. The West Seattle Bridge and SR 99 provide nearly continuous transit priority already. Sound Transit should study transit trips that serve SLU and the north end of downtown via the SR 99 tunnel and Republican Street exits. The Delridge neighborhood should be saved as-is instead of largely destroyed to build a guideway and a giant elevated station. The climate impact of building West Seattle Link will be a net negative; Sound Transit should make this calculation. At what point in the future does West Seattle Link become a net positive for the climate versus a well-designed BRT network? The second downtown tunnel is redundant and counterproductive Sound Transit has already granted that headways as short as 90 seconds in the downtown Seattle transit tunnel (DSTT) are achievable with additional investments. Even with some temporary construction impacts, it must be tremendously cheaper and more climate friendly to leverage the existing DSTT rather than construct a second, parallel tunnel that serves the same or similar station locations. It must be possible to get West Seattle trains in the existing tunnel, even though West Seattle Link should really be cancelled, as suggested above. The constructability issue is on the north. There is an engineering solution that allows for a southbound track to merge in from Ballard just north and east of Westlake Station (near the Pine Street ramp off I-5). There is also an engineering solution for a new southbound split between Westlake and the University Street Station that then continues west to 2nd Ave., goes north to Virginia, and east to Denny/Minor to serve a station there. Sound Transit should investigate asymmetric routing options for Ballard Link that take advantage of this that do not require a northbound split. Sound Transit should also look into a stub line from Ballard that terminates or loops back at Westlake. The Center City Connector Streetcar should be completed to add additional north-south capacity through downtown. Stations at the surface are muchmore accessible than deep stations which makes the streetcar more appropriate for short downtown trips than Link. All configurations that introduce deep station transfers between lines in the downtown section are worse than the status quo for many, many trips. All transfers should be made at the same platform if possible. The "SLU" station should be moved to the east Consolidating stations in SLU is a bad idea. SLU and Denny Triangle deserve two stations, but Westlake/Denny and SR 99 / Harrison are really too close. SR 99 / Harrison is a bad location for a station. The station vicinity is lower density. The Gates campus and ventilation stacks for SR 99 are hostile to pedestrians. SR 99 bus transfers are of low value because the bus service on SR 99 goes downtown, as does Link. A better location for this station is further east, in a more pedestrian friendly area, closer to the center of employment density. The Denny station should be moved to the east Sound Transit should forego serving Westlake/Denny which is already a short, level walk from Westlake Station, or a short ride on the existing streetcar. This station is much better located around Denny/Minor. Note that Virginia street makes a straight shot from 2nd Ave. to Denny/Minor in public ROW the entire way. 14th Ave. is not in Ballard 14th Ave. is actually in the West Woodland neighborhood of Seattle, not in Ballard. There must be a station entrance on the west side of 15th Ave., preferably around 20th Ave., to serve Ballard well. The West Woodland area is lower density with many new townhomes and no major employment. thank you.	Jonathan Dubman

04/28/2022	Dear Sound Transit, My comment is related to the WSBLE station alternatives located in the CID. As someone who lives and works in the Chinatown International District, I am extremely concerned about the threat the stations and their construction pose to the neighborhood and its future. My preferred alternative is option 1a 4th Avenue Shallow Station. This station would cause the least harm to the CID neighborhood and not require the demolition of historic buildings and beloved businesses. This station would also once again connect Pioneer Square to the International District and reactivate Union Station. More explanation of why I prefer this option is below. A summary of my preferences for the Light Rail Extension in the CID: -Choose options 1a or 1b and build on 4th Avenue. Do not choose options 2a, 2a diagonal, or 2b on 5th Avenue. -Build a shallow station (1a, 2a, or 2a diagonal). Do not build a deep station (1b or 2b). -Choose the best option and do it right once. I am against any of the station alternatives on 5th Avenue. I believe all of these pose an existential threat to the neighborhood. First, to businesses. The most obvious harm will be to the businesses that will be directly displaced when their buildings are demolished. These are businesses I love and have been supporting for many years. They are important to the neighborhood and its character and should be treated as such. In addition to the businesses that will directly be displaced, every business in the neighborhood will feel the negative impacts of being in an active construction zone for the next 10+ years. Their businesses will be more difficult to access, there will be noise pollution affecting their staff and customers, and will generally feel the impact of the atmosphere while the neighborhood is being torn up. A few months of this is enough for a business to go under, but I don't see how these businesses will be able to survive a decade of construction and its impacts. Once they're gone, they're gone. There is nothing Sound Transit can do to restore the neighborhood once the businesses that make the CID the CID are gone. Now for residents. Residents will feel the same impact of having to live in an active construction zone. Noise for 16 hours a day up to 6 days a week is a horrible environment to live in. The constant trucks, disruptions to pathways, visible construction, and traffic changes will affect residents every single day. In addition to this, once the station is built, many residents may not be able to afford to live here anymore. Proximity to transit many times means higher rent and many CID residents are elderly and low-income. If they are pushed out by higher rent, we will lose the true heart of the neighborhood. I do not believe current mitigation packages are adequate to address the threat and damage to businesses and residents the new stations could cause. How will Sound Transit ensure proper mitigation is provided to businesses and residents of the CID. The 4th Avenue options are not without their downsides as well, but I overall believe these alternatives to be better. My primary concern with the 4th avenue options is the traffic impact on the historic core of the CID. How will traffic be managed through the narrow streets, short blocks, and stop sign intersections? This will impact all businesses and residents in the area. I am also concerned impatient drivers may be annoyed/aggressive toward pedestrians, especially our elders who tend to walk slower. I see the benefits of these stations to be better than the 5th avenue options. Like the 5th avenue options, the 4th avenue options will provide access to the extensions from the CID. In addition to this, the stations on 4th avenue will reconnect the CID to Pioneer Square. Although these neighborhoods are physically very near to each other, they are separated by all of the transit and traffic that has disconnected them over the years. The options on 4th avenue would also reactivate Union Station as a transit center. I'm sure the building makes for lovely offices, but offices can be moved and the people and businesses working from there can survive in their new spaces. This cannot be said in the same way for the residents and businesses that would be displaced by the 5th avenue options. It is a no-brainer that the 4th Avenue options are better for the CID and its community. I am in favor of all shallow station options over deep station options. The shallow stations provide greater accessibility to the general public and better fit the needs of a station in this neighborhood. The smaller distance from the surface to the stations is desirable in terms of efficiency and travel time. The deep options only being accessible by elevator is undesirable. They limit the capacity of how many people can use them at a time and generally seem to be the less efficient option, especially in an area like the CID that sees large volumes of traffic on game days. How has Sound Transit considered the impact of the proximity to the stadiums in their station planning? As a woman, I also feel much safer in stations with stairs or escalators. Elevators create the potential for situations with strangers who make me (or other people) feel uncomfortable or even unsafe. I encourage Sound Transit to consider the shallow options rather than the deep options. The neighborhood has consistently been viewed as disposable by Seattle and its developments. I-5, the	Naomi Saito

	Kingdome, and many other projects have continued to cut the neighborhood into pieces with little consideration for its businesses and residents. Many of these projects were completed decades ago, but we still feel the negative impacts today. Please don't go with the cheapest or fastest option because it is best for Sound Transit, do what is best for the CID and its community. Will this project be yet another on the list of developments that continue to tear apart the CID? Or will you listen to the voices of a community that has been marginalized and ignored? Do this project right. I would also like to see more research on mitigation for residents and businesses, tunnel ventilation, noise and visual impact analysis, stadium traffic impacts, and general long-term impacts. This station has great potential to be an incredible asset to the neighborhood, don't let it be yet another project that continues to harm the CID. Thank you for reading.	
04/28/2022	4th Ave shallow looks like a rough road ahead but I can't see the rationale of making a station dependent on elevators when you already can't keep the ADA access working reliably on the existing stations and while it will be painful to get through the payoff in the end I believe will be worthwhile. Stadium Station MUST be preserved and PROTECT the Chinatown Gate!!	Brandon Clark
04/28/2022	These plans are totally unacceptable! Sound Transit needs to come up with a plan that does not threaten the Chinatown International District like this. How could you possibly suggest bulldozing so much of this wildly significant neighborhood? The CID needs support not this destruction! The disruption this will cause is horrific, how could you even think mom and pop businesses could survive up to a decade of construction?? This cannot go forward the way it is!	Kay Linh
04/28/2022	Please don't sacrifice the rider experience for short term cost savings that may or may not materialize. Think of the generations of residents, some who could benefit from this system 50 to 100 years from now if it is built in a way that can save the rider time, is convenient to use, and helps give people access for destinations people travel to. Build stations that are within walking distance of the central core of neighborhoods and business districts. Build the station next to Denny Street and Thomas Street in South Lake Union, next to California Avenue (42nd Ave SW) in West Seattle, at 4th Avenue in Chinatown that is shallow (at minimal disruption to business and housing here), and West of 15th Avenue in Ballard. In Ballard reopen study of 20th Ave Portal or at least do elevated or tunnel 15th Avenue but no deep tunnel there and no 14th Avenue station to nowhere). Build stations that aren't so deep below 100 feet that they will take ten minutes to exit from the train platform. Don't penalize the potential rider by making it take longer to go to their central destination.	Martin Haskins

04/29/2022	I bought my first home in 2021. I felt so lucky because I was able to find a home within my budget in the safe, kind, and tight-knit community of Pigeon Point. In the last year, I found a sense of belonging in my community for the first time in my adult life. The light rail alternatives cutting through Pigeon Point threaten our community, our environment, the homes of my neighbors, and my home, too. My home is my nest egg. I was lucky to find a home in Seattle I could afford. And now, I am not only at-risk of being displaced by Sound Transit, but I am at -risk of buying in a low-supply, high-demand, high-interest market and potentially being priced out of the city where I've worked since 2012 and lived since 2015. Beyond that, both my neighbors and me whose homes are at-risk of Sound Transit acquisition will miss out on the home value increases realized when light rail is placed nearby. To to protect homeowners and tenants who will be otherwise displaced, preserve community, and not create financial "winners and losers," I strongly, fervently urge that Sound Transit advocate for the North Crossing that will allow us all to stay in the homes and neighborhood we love.	Savannah LaFerriere
04/29/2022	Upon reviewing the DEIS, I have a few concerns regarding the options provided. Building out our region's light rail network is a once in a lifetime opportunity, and we need to ensure that we do it right. I advocate that stations be made as shallow as possible to minimize travel times to the surface and for transfers. I also encourage that the stations to serve Ballard and South Lake Union be made to serve existing population centers and amenities. The proposed SLU stations at Mercer and Harrison do not serve the core SLU community. Additionally, their walkshed is minimize due to the presence of SR99. Further research should be done on building a station in central SLU, potentially on Westlake Ave. This would maximize the walkshed of this station. In a similar focus on walkshed, the 20th Ave station in Ballard should be reconsidered as it is closer to the existing urban village.	Noah Alderton
04/29/2022	I am commenting as a resident of the Seattle Chinatown-International District, former Seattle International Special Review District Board mayoral appointee (Architect) boardmember and elected chairperson, and as a third-generation Chinese and Japanese American whose decendents who invested and help construct Seattle Chinatown district area - the only area in the continental United States where Chinese, Japanese, Filipinos, African Americans and Vietnamese settled together and built one neighborhood - where our BIPOC community still exists and happens to be in the immediate vicinity of all explored alternatives published in this DRAFT EIS chapter entitled ES.3.1.2.2 Chinatown-International District Segment. In the chapter, Table ES-5 summarizes the key environmental impacts of the Chinatown-International District Segment alternatives. The proposed station would be adjacent to the existing station in the Chinatown/International District, which to say - has been a hub of cultural importance for Seattle and its Asian American communities since the mid-to-late 1800s - would be a gross and bland understatement. Rather, the BIPOC community that has existed in the area just south of Seattle's Yesler Way, has been cyclically displaced in multiple "Chinatown" neighborhoods. Option CID-1b - having the most employee displacements and greatest impact to public services because it would require relocation of Metro's Ryerson Bus Base, residential displacements occuring with Alternative CID-1a from the loss of access to the ICON Apartments, relocation of the Chief Seattle Club Eagle Village pilot modular housing shelter - would perpetuate racist cycles of displacement. Alternative CID-2a and Option CID-2b would also have business displacements. For Alternative CID-2a, diagonal station configuration could require additional temporary displacement of some businesses during construction. These are all unacceptable, harmful design ideas. The least harmful option is alignment along Seattle's 4th Ave S.	Matthew Fujimoto
04/29/2022	choose 4th ave and save the ID	Kristie Anderson

04/29/2022	The rider experience needs to be viewed as your number 1 priority, and that is currently far from adequate as planned in the DEIS project options. The two main rider experience areas of focus to mitigate are as follows: station location and station depth/accessibility. Station location: stations on a multi billion dollar transit expansion need to be optimized and maximized to where the riders can easily access. As planned in the DEIS, the following stations miss the respective population centers and miss out on substantial ridership: south lake union, delridge, Ballard, Interbay. Proposed mitigation of poorly placed stations is to locate them closer to existing and established population centers in order to maximize ridership. South lake union station needs to be in the vicinity of Westlake and Mercer, delridge station needs to be in the vicinity of Delridge between Genesee and Andover, Ballard needs to be in the vicinity of market and 20th (nothing east of 15th Ave NW) and if possible recommend two stations in Ballard (15th & Leary and 20th & Market), Interbay station needs to be along 15th and Dravus. Station depth/accessibility: the proposed station depths of 150-200 feet in the center business district are simply too inconvenient and a significant travel time penalty for riders, especially considering considering the reliance on multiple escalators and elevators to convey riders to the station platforms with a less than adequate performance record. Additionally, transfers at Westlake and International District due to severe depths of proposed stations create inhospitable transfer conditions that will severely damper ridership. Proposed mitigation is to design stations that are within 50 feet of surface in order to expedite travel of riders to the platforms at Botha stations and transfer stations. Implore consideration of cut and cover tunneling techniques. Multi year Road closures for construction are insignificant over the course of a 100 year infrastructure investment, especially if station depth can maximize ridership. Also, highly encourage use of existing right of way to mitigate expensive property acquisitions. Explore use of immersed tube tunnels for crossings at Ballard and west Seattle to mitigate consolidation and cost of major fixed bridges.	Andrew Whitmyre
04/29/2022	While I support the increased access to public transit, especially for the ease of access for those who live & work in the C-ID and the potential business it will bring to the C-ID community, I implore you to select the 4th Ave option which will have the smallest impact on the existing neighborhood and community. As someone who frequents businesses in the C-ID, I have seen the suffering caused by the pandemic and the increase in property damage and hate crime in the C-ID and our local AAPI community. Some of these businesses will not survive the disruptions from construction and would not gain the benefits from the transit expansion if a 5th Ave option is selected. The people and community of the C-ID do not need the extra burden the construction would cause. Choosing a 4th Ave option will have the least detrimental impact on the community and neighborhood.	Christina Chung

04/29/2022	I do not support the alternatives being considered for a new transit station on 5th Ave. I have read the materials and it is clear that there will be damaging and irreversible impacts to the CID over a 8-10 year construction period. The duration of the project, the complexity of the project, the potential damage to historical buildings, the loss of historical buildings, jobs, small businesses, parking will create permanent and significant damage to the historical and cultural core of the CID community. This area was substantially impacted by the pandemic, white supremacist anti-Asian sentiment, Black Lives Matter protests, vandalism by anarchists. It is also surrounded by illegal homeless encampments and shelters that have resulted in life threatening public safety issues and out of control drug sales and every crime imaginable. The City of Seattle has been unsuccessful in dealing with these issues. In addition, history has proven that the City of Seattle, Metro and now Sound Transit has taken advantage of the Chinatown/International District repeatedly to build transportation systems, new development, and large stadiums with little or no concern or social and economic mitigation to this community. The decision of Seattle and Sound Transit to build the Transit Center on 5th Ave. will cause the loss of many small businesses, impact the quality of life of all residents in the CID, many who are income and elderly residents, and many ethnicities. It will destroy historical sites and and prevent the ability of this community to grow and thrive during the lengthy and damaging construction of this project.	Susan Mar
04/29/2022	Will people be able to access the local business in C-ID during construction? The community took a big hit during the pandemic alongside the rise in anti-asian hate, not to mention the long systemic racist origins of this neighborhood. I-5 already cuts through the C-ID, and the 5th Ave options would bring even greater disruption, pollution and loss to the community. The CID-2a 5th Ave shallow option would be the worst when we've only recently started to see new businesses starting to grow in the neighborhood.	Victoria Ju
04/29/2022	Tall elevated tracks through the delridge neighborhood will have a negative effect on the character of the area and cast long, dark shadows across our homes throughout the day. The construction and presence of extremely tall and noisy light rail tracks will have a negative effect on the health and well-being of residents. Please choose an alternative that goes around the neighborhood such as DEL-5 or DEL-6.	Clare Jacobsmeyer
04/29/2022	Please continue to work with community partners to minimize the impact to small businesses and the culture of the International District. The options presented are not adequate. We need to do better to preserve and protect this part of Seattle history. Closing roads, detours all have an impact on the community. This community matters and by not listening or understanding the community, it is furthering inequalities. My great grandpa in the early 1980's would take the bus into the ID on weekdays, buy pastries, have dim sum with friends for hours and that would be the highlight of his day. I can tell you that the ID today is not the same as it was back then and the culture is eroding. All I ask is that YOU KEEP LISTENING, KEEP DISCUSSING other options because there is better - you have to engage the right people!	Anna Masin
04/29/2022	It's harmful and unacceptable that communities of colors are being displaced and distroyed on purpose. It's completely racist, bias, and systematically oppressive to use your power to continue to manipulate people for your gains. Stop prioritizing over-privileged white people at the expensive of POC neighborhoods. From the construction to the noise to the pollution; THIS IS MODERN DAY REDLINING!	Atulya C
04/29/2022	Sound Transit is a parasite sucking our tax dollars into a black hole. They have destroyed the Puget Sound region and they must be thwarted at all cost. Even in commie Seattle we now see how their destruction knows no bounds. It's time for EVERYONE to rise up and fight to end Sound Transit's cancerous growth in our society!!!	Anthony Vicari

04/29/2022	Please make an honest commitment to listen to the communities impacted by new construction. Listen to businesses that will have their buildings demolished. Avoid businesses and communities when they ask you to. If you make agreements to demo even more of international district you need to be pouring support and money into the businesses and community. . There will be far reaching repercussions that will only be experienced if you build without listening to the communities you could destroy. There are many calling for you to not build and tear down more of the international district. Please listen, please take action to develop a plan that centers small businesses and members of the community most impacted.	Hope Donato
04/29/2022	Please cherish Chinatown International District including the health and wellness of community. The environmental and economic impact of your decisions could devastate the CID. Listen to the community to develop a plan that hold all of this.	Kimmy Donato
04/29/2022	Please extend the Ballard line to the Crown Hill Urban Village. There is too much density with no plans to connect to the rest of the light rail system. Please extend through North Ballard. That is what we originally voted for years ago!	Heather Krause
04/29/2022	General: -Because a public process involving the Seattle Planning Department will not occur until stations and routes are selected, metrics are inherently quantitative and do not receive the discussion and feedback allowing them to also be viewed through a qualitative lens. For example, no part of the process asks which station location works better for future neighborhood planning aspirations. -At grade Lightrail is one thing, but because all of the above ground options for West Seattle have to negotiate such extreme topography, the necessary guideways would be among some of the tallest in the entire network, but unlike any other locations with guideways of this size, the lightrail is directly adjacent to residential development or public parks making for a very unfriendly neighborhood experience. Any option that doesn't maximize tunnel use is a huge missed opportunity. The DEIS exposed the significant increase in costs for home acquisitions, decreasing the cost delta between above grade and tunnel options. It seems very clear that the benefits of the long tunnel option significantly outweigh this ever-shrinking cost premium. -Light rail is a generational project and we have to proceed with vision. A tunnel might cost more upfront but would preserve vital neighborhood fabric today and allow for the most vibrant development and growth in the future. Delridge Station: The options that made it into the DEIS for the Delridge station all severely impact the Delridge neighborhood in: -loss of single family homes -homes not demolished are in close proximity to 100+ foot tall guideway -all station options from a walkshed perspective are limited in service to north Delridge rather than the heart of Delridge Avalon Station: -The station proximity of the three stations in West Seattle is comparable to the downtown stations, which is the only other location in the sound transit network with this kind of station density, and West Seattle is obviously not as dense (and is never projected to be as dense) as downtown. -The ridership projections for the Avalon station grossly underperform the other two WS seattle stations and by their own projections would be the station with the lowest ridership in the entire Sound Transit Network. -More than 2/3 of the projected Avalon walkshed is captured by the Junction or Delridge station walksheds. The Avalon Station lies within the Junction walkshed, making it completely redundant. The Avalon Station adds significant cost as well as slows train service, further lowering potential ridership for other stations in the area. Junction Station: -The Fauntleroy station option is better situated to accommodate future southern expansion. (Although southern expansion anywhere west of Delridge Way SW will be challenging from a topography perspective)	Fiona Booth

04/29/2022	Options for station locations on 5th are highly detrimental to short term and long term development and sustainability of the International District. Not only will short term construction affect businesses by demolition, construction, & road closures, but using 5th as a major transit exit/entrance for the nearby stadiums will cause long term problems for businesses in this area. These businesses already struggle with racism and regular damage to property with limited services and resources to combat these issues. Bringing larger crowds to filter through 5th as a transit station exit/entrance will detour regular patrons from this area and leave businesses to clean up after "the after party" left on the street, i.e. Pioneer Square. This is not the same kind of station like in Capitol Hill that will add positive foot traffic. The variable load on the transit system from the nearby stadiums/events and the behavior/purpose of riders using this station will differ and need to be considered in a specific way. Locating the station on 4th, which is already an existing traffic/transit corridor is more appropriate.	Queena Cheung
04/29/2022	I object the West Seattle/Ballard transit project going through the International District. this will hurt the international district community more than it already has suffered through the pandemic. Businesses I've already been impacted and gone through so much. Please don't make them suffer through construction for 11 years. Please find another way.	Eric Chee
04/29/2022	Small businesses that have been in the central and international district have been around since I was a kid living in rainier beach. Please do not sacrifice these Seattle staples that have made my home. I was born and raised in this area and I've seen enough strife on the toll gentrification has on south seattle in general. Please do not build through my home. Thank you.	Rosselle Macabata
04/29/2022	Hello Sound Transit, This comment pertains to the station arrangement options. Further disrupting the community of the International district is an irreparable damage. This area of Seattle has historically been bisected by freeways and bulldozed to accommodate large business interests around the Stadium District. With orientation CID-2a, there is an opportunity to minimize the impact to this area, businesses, residents, and community and to capitalize on previously revitalized station buildings. Beyond this, the alignment 1 takes advantage of Union Station, existing infrastructure built to handle a large volume of multi-modal passengers that has already received an extensive structural upgrade, portions of which are literally sitting empty waiting for uses/tenants. Looking into the future, the opportunity to collocate two light rail lines, regional, and long-distance trains allows for quick and easy transfers, avoiding blocks of subterranean tunnels or walking. Downtown has been disrupted by traffic before - simply look at the number of private projects and towers that have been completed in the past year, all with some level of impact to traffic flows. If we can inconvenience the city with these closures, we can weather disruptions for a new, public transit, facility that will serve thousands or tens of thousands of people daily. Sound Transit, with option CID-2a there are opportunities to: avoid further damage the diverse international district, avoiding the racist history of development and freeway construction in Seattle. improve the transit experience, especially transfers between routes, to that of a world-class city utilize existing historic King Street station that has undergone seismic retrofit Thank You, Charlie	Charles Landefeld

04/29/2022	Please try to build a GOOD FUTURE RIDER EXPERIENCE. This is going to be a backbone of the region's transportation for decades to come. If it's worth spending billions on, it's worth designing it right FOR THE RIDERS. Please THINK ABOUT THE THOUSANDS OF PEOPLE WHO WILL BE USING IT AND HOW IT WILL BE, FOREVER, FOR THEM TO USE. Think about walking up to a station 25 years from now: will people be happy with how it WORKS, once construction is long forgotten? Try to make underground stations SHALLOW and elevated stations low. Try to make connections convenient and future expansions possible. Don't make it take 5 or 8 minutes to travel between an entrance and a train. We have a chance to build a GOOD system. Please try.	Darwin Roberts
04/28/2022	Subject: West Seattle Spur – A Lower Cost and Lower Environmental Impact Alternative Summary: The current proposed route of the West Seattle and Ballard Link Extension has been developed with the objective of direct service from Seattle to the Alaska Junction. The routes which would provide direct service entails high construction costs to provide grade for light rail due to changes in elevation. High costs are associated due to purchase price of land right of way and to either build elevated grade at a slope sufficient for light rail or for a tunnel beneath Alaska Junction. A lower cost alternative would be to develop a spur line routed through the West Seattle Golf Course and along Alaska Way SW that would minimize cost for land acquisition, minimize disruption to neighborhoods during construction, and minimize noise to neighborhood once operational. Furthermore, this alternative would also support a possible extension to White Center that would increase ridership from West Seattle, thus improving mobility for West Seattle residents. Discussion: The proposed West Seattle and Ballard Link Extension is schematically shown in Figure 1. The route currently would provide direct service from Ballard through Downtown and then south to Alaska Junction in West Seattle. As a consequence of the decision to provide direct service, the proposed alternative routes through the Delridge Segment would need to be placed on elevated tracks beginning at the SODO Segment and then across the Duwamish Segment. The alternatives presented would either maintain elevated tracks through the Youngstown neighborhood or bypassing the north edge of the Delridge Playfield. Options from thereon are to either tunnel to the station at Alaska Junction or to continue with elevated tracks along Fauntleroy Way SW. See Figure 2. One significant drawback from this chosen route is that to extend the line further south from Alaska Junction would either be significantly expensive due to either the cost of maintaining a tunnel, likely cut-and-cover, or have significant disruption should it be routed at surface grade for both traffic and neighborhood noise. An alternative route is presented in Figure 3 which would route the Link Extension parallel to Delridge Way SW along the Seattle City owned parkland and green belt. West Seattle would be served by a spur route with an elevated station at the corner of SW Genessee St and 26th Ave SW. The advantage of this route are: • Right-of-way acquisition costs are lower due to use of publicly owned land; • Rail could be kept at grade thus minimizing construction costs; • Neighborhood noise could be reduced by routing along green belt and with noise barriers erected to shield • Future extension to White Center and Burien The proposed route to Alaska Junction is shown in Figure 4. The West Seattle spur would utilize an elevated track routed through the West Seattle Golf Course to connect directly with Alaska Way SW. Since the line would be elevated, the golf course below could continue to operate without substantially affecting the course. It is observed that the route should be able to almost completely avoid the area reserved for the golf course and could be routed mostly between the West Seattle Stadium and the West Seattle Golf Course. The advantage of this route are as follows: • The neighborhood is minimally disrupted by construction since all construction occurs on open public land • The direct alignment with Alaska Way SW allows the options of either a surface line, a bored tunnel or a cut-and-cover tunnel to Alaska Junction. Alternatively, the spur line could consist of elevated roadway for regular transit bus access rather than rail access. A bus line spur would use existing surface streets along Alaska Way SW without any change to the road surface. The bus network in West Seattle would be developed that would deposit riders at the Delridge Way SW transfer station rather than having them transfer at Alaska Junction. Submitted by: Jeff Berner jkberner@comcast.net 206-817-1132	Jeffrey Berner
04/29/2022	I do not support the construction of the link extensions. It disrupts the livelihood of the communities in the CID and puts their needs below those of the wealthy (who don’t need more attention). We ought to be enriching the lives of our friends and family in the CID, and this cannot be done by displacing them out.	Gwynneth Resulta

04/28/2022	Dear Sound Transit Board Members, We are West Seattle residents and have closely followed the process of ST3 for almost five years. We have participated in many community events and have been very involved as part of the Avalon Neighborhood Group in providing feedback and outreach to Sound Transit. Thank you for all of the time, effort, and thoughtful attention that your staff has contributed to the study and planning of light rail in West Seattle. As a vocal support of public transportation I am very excited for this future development and I enthusiastically support ST3 and the West Seattle extension. I appreciate the opportunity Sound Transit has provided to participate in this process by commenting on the WSBLE Draft Environmental Impact Statement. Some of the options presented in the WSBLE DEIS serve West Seattle better than others, and others should be abandoned outright due to their poor performance under many criteria and a failure to serve communities in the way a well-designed, forward-thinking, community-minded public transportation system should. Alignment: We urge the Sound Transit board to study and select a long-tunnel alternative, with a tunnel portal east of Avalon Way and north of Yancy Street. Originally proposed as a cost-saving measure, the elevated alignments now offer no significant cost savings when compared with tunneled options. 2. Tunneled alignments that are cost-competitive offer so many more benefits than elevated guideways, namely that they preserve the built environment, displace fewer businesses and homes, and integrate more seamlessly with the neighborhoods that they serve. 3. An elevated light rail system has never been attempted through such a densely populated residential environment with such varied, steep and hilly terrain. The resulting height of the tracks necessary to clear hills and connect to stations is so completely out of scale with the surrounding area it will forever alter the skyline of West Seattle and aesthetic beauty of this unique neighborhood. 4. Tunneled light rail is overwhelmingly preferred to elevated or at grade options by the neighborhoods that receive it. Delridge Station: We also urge the board to reject any Delridge station located north of Andover Street (Del-5 or Del-6. Both Del-5 and Del-6 are too close to the Nucor steel mill, a heavily trafficked and very active industrial site, and too close to the elevated West Seattle bridge, an unattractive concrete behemoth. Neither offer a very pleasant aesthetic environment for the station that welcomes riders to West Seattle. 2. The walkshed of these station placements is severely undermined by their proximity to Nucor steel mill and the West Seattle bridge. 3. Located far off Delridge, tucked away these stations would require an inconveniently long and complicated transfer process for bus riders. After waiting at a stop light to turn left, buses would then have to compete with large trucks leaving and entering Nucor steel mill before finally pulling up to the towering light rail station which requires waiting for an elevator or trudging up several flights of stairs. And all of this just to ride the train one stop before having to transfer again to another train or bus in Sodo. 4. The proximity of this station development to Nucor steel mill and the West Seattle bridge make any potential T.O.D very undesirable. 5. These station placements would displace Alki Beach Academy, a large daycare center with deep roots in the West Seattle community that offers reasonably priced childcare to over a hundred children. To displace such a large capacity, successful childcare center in the midst of a child-care crisis severely undermines the parents and children of the Delridge community and West Seattle. How will Sound Transit remediate these deleterious impacts? 6. These station placements would also displace Transitional Resources, a highly respected and successful community behavioral health agency that serves vulnerable adults from all over King County living with serious mental illness. Transitional resources provides behavioral health treatment and supportive housing	Sarah Stevenson,Judah Stevenson

	services, ensuring these folks remain safe, healthy, and housed. Displacing Transitional Resources has impacts far beyond just the loss of property or the loss of a few buildings–the life saving services that its patients and residents receive will vanish into the air, impossible to replicate quickly or replace seamlessly. Displacing such a vital community institution–especially in light of all the other glaring inequities of these station designs–would be a severely misguided plan in the midst of a region-wide mental health services crisis. How will Sound Transit account for the loss of these services and the resulting negative impacts to residents, neighbors, and West Seattle? Additionally, we urge Sound Transit to dedicate more resources to studying station designs that better serve the residents of South Delridge. The "Delridge" station options in the DEIS could more accurately be named the "Pigeon Point" or "Youngstown" stations. The area served by the proposed station's walksheds offers scant convenience for the many residents of Delridge living south of Genesee street. Avalon Station: We support postponing or delaying indefinitely the Avalon station, both elevated and tunneled designs. The ridership estimates for the Avalon station are too low to justify the costly expense of building it. 2. The proximity of the Avalon station to both the Delridge and Junction stations makes it redundant. This is evidenced by the overlapping walksheds of each station. 3. The only other segment of light rail with comparable station density is located in Pioneer Square. This should make it obvious that the Avalon station is misguided and unnecessary. There is no justification for the West Seattle extension having so many stations, especially in the face of such a serious affordability gap. Additionally we recommend that the board resurface the Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration. We believe that this alternative was dismissed too quickly and casually and merited inclusion in the DEIS. In closing I plead that the board not be tempted by quick and easy alternatives whose strongest attribute is the cobbled together pairing of cost savings and technical objective satisfaction. Light rail is a generational decision. The options chosen will be in place for decades. We urge you to demand something that the entire community can take pride in. Thank you again for this opportunity. I sincerely hope you will take the time to listen to those members of the community who will be impacted the most by this process, as future Sound Transit Riders, potential neighbors to Sound Transit infrastructure, or potential victims of displacement. And again, most importantly, I strongly urge you to avoid exacerbating the already catastrophic child care crisis and mental health care crisis in this region by displacing Alki Beach Academy and Transitional Resources. Sincerely, Judah and Sarah Stevenson 4100 32nd Avenue SW	
04/29/2022	I really hope that you can prioritize rider experience and convenience when planning the ballard and west seattle extensions. Avoiding deep stations is critical to this point. I highly support the Shallow 4th avenue option for the CID as well.	Benjamin Jensen
04/29/2022	Please don't uproot AAPI small and local business. Seattle, as well as many cities across the US have a history of building infrastructure in minority neighborhoods in order to benefit the predominant white, middle class. Please do not continue this practice and select to build /improve sound transit on already established public transit routes. Please preserve our historical and cultural space. Wit it continuing to shrink it, members of the AAPI community like myself are feeling pushed out of this diverse city. Please reconsider! Thank you	Cameron Chow

04/29/2022	I am strongly in favor of the Chinatown-International District option for the 4th Avenue shallow tunnel because of concerns I have that any of the 5th Avenue options would cause irreparable harm to the business community and residents of the CID. The 4th Avenue shallow tunnel will be more convenient than the deep tunnel for travelers who need to transfer to another light rain line. I am also strongly in favor of the Ballard 14th Avenue tunnel option. There are valuable businesses in the Ballard Brewery District on both sides of 14th Avenue that would be harmed by having the noise of an elevated train going directly past their outdoor seating areas.	Fallon Boyle
04/29/2022	I do not support any option involving 5th Avenue. I am a homeowner and resident in the CID and having a station and construction disrupt, displace, and dismantle a residential community that is primarily BIPOC, elderly, LEP, and lower income with few items no other resources as alternatives to housing and jobs is unacceptable. While 4th Ave may be a better option, that still will cause enormous hardship on the neighborhood residents and businesses. The neighborhood had already been impacted so negatively from the pandemic and anti-Asian hate, that we do not need more to deal with. While I do support mass transit, there has to be better options that do not impact the most vulnerable populations. These are the same people who need light rail as well, but if they have no housing and job before light rail arrives, then what is the point.?	Liana Woo
04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail.	Rebecca Ralson

	Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. PS bike trails dedicated to link to transit would be the best. Rails to Trails connections make sense. More people will be biking because e-bikes make cycling enjoyable for all. Regards, Rebecca Ralston 9209 187th St SW Edmonds, WA 98020	
04/28/2022	I am a biker. I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. I'm hopeful that Sound Transit stations will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. Please insure active transportation integration for all stations. Create a plan to identify and fund bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Deane Wang 5247 42nd Ave SW Seattle, WA 98136	Deane Wang

04/28/2022	I'm excited to ride the light rail trains further as the system grows. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Sheri Feld 9537 Evanston Ave N Seattle, WA 98103	Sheri Feld
04/28/2022	Please do not consider the 5th Ave alignments for the CID station, these options would be detrimental to a neighborhood that has already been chipped away at and these would create permanent impacts to the community and businesses. The 4th and Jackson Ave alignment is the best option given the limited space available in this neighborhood. Kristy Fry Transit rider and CID supporter	Kristy Fry

04/28/2022	West Seattle DEIS Citizen Comments Structure of the DEIS Project Chapter 1.3 addresses West Seattle and Ballard (incl. downtown) as one project. While many chapters are separate for each portion, others are combined. Why are these two separate projects treated together when they do not connect directly and are built on different timelines? A lot of detail has been lost by treating the separate segments as one; this should be rectified for the final EIS. Environmental Impact Appendix L4.6 references carbon consumption, citing that “general FTA estimates” were applied. However, no federal project has ever matched the size of WSBLE’s 2+ mile, 80 to 160 ft tall elevated light rail guideway planned for West Seattle. • Energy consumption during construction was not considered. (Chapter 4.2.10: "The FTA Greenhouse Gas Emissions Estimator was not used."). Therefore, the carbon figures for the elevated alternatives will be much higher than general FTA estimates. • While construction-related carbon output was estimated (Appendix L4.6D) at 158,067 - 614,461 tons, no estimate was made of GHG output and non-point pollution from vehicles idling for long periods during construction-related traffic delays for 5-7 years. • Chapter 4.2.6.3 and Table 2-9 cite a daily reduction of 117,000 miles of vehicular use per day for the region although it is not clear how this figure was computed and how accurate it is. It is also unclear how the reduction of 400 trips on the West Seattle bridge converts to miles or contributes to the 117,000 regional mile figure. West Seattle’s contribution to carbon and greenhouse gases is not very well calculated, documented or explained in the DEIS. • The DEIS offers no calculation, metrics or plans for lost ecological benefits from erasing up to 3 acres of forests and green space. What will replace erosion control, storm water management, oxygen production, carbon sink, shade, etc. provided by green infrastructure? What is cost estimate for man-made replacements? • Calculations also need to account for any displacement of existing structures (homes, businesses, etc.) which ultimately have to be replaced in some way. A proper impact evaluation for light rail alignments and possible other modes, such as bus and gondola, would involve using tools such as the Embodied Carbon in Construction Calculator (EC3) (developed by the nonprofit, Building Transparency) and be conducted in close consultation with objective environmental science organizations like the Carbon Leadership Forum (CLF), a nonprofit, industryacademic organization at the University of Washington. Even if DEIS calculations were accurate, the construction related carbon as estimated in Appendix L4.6D is between 158,067 and 614,461 tons, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is 10,941 tons once the light rail connects directly downtown in 2037 (at the earliest.) Approximately a third of this would be attributable to West Seattle. It may take between 42 to 168 years to offset carbon emissions related to the West Seattle light rail construction. Chapter 1.2.2.6 states the need to reduce vehicle miles 30 percent by 2035. However, light rail will not connect West Seattle to the SODO light rail station until 2032 and won’t be extended farther until at least 2037. That provides little incentive in the next 15 years for drivers to stop using their personal vehicles. Even after 2037 the expected savings in vehicle miles are minuscule, while the embodied carbon will be huge. The DEIS fails to mention that a gondola is an alternative which could provide reliable, grade separated, carbon free public transit a decade earlier than light rail while generating substantially fewer greenhouse gases during construction. That would significantly contribute to meeting the goal for 30% reduction by 2035. Equity Sound Transit evaluated multiple, possible alignments in South King County in 2014, and the Board selected a few alignments in 2019. Need #4 (serving low income, BIPOC communities – Chapter 6.1.4) was not considered when stations and alignments were selected. The pandemic showed that lower income riders and people of color rely more on transit than more affluent populations. The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like South Delridge, White Center, and South Park in the future. The DEIS fails to mention those needs and evaluate how proposed alignments might be extended to do so. It also does not clarify that the funding for such a project would require voter approval. If Sound Transit pauses to assess needs and priorities, it should consider building the light rail line to include neighborhoods where both a greater percentage of the population depends on public transit and far fewer (if any) demolition of homes and businesses is required. A route has been suggested from SODO along the Duwamish River to South Park. Because the terrain is flatter and provides wider existing rights-of-way than the hillier north of West Seattle, a combination of light rail along the South Park route, combined with a gondola from I.D. / SODO to ST3 stations in West Seattle, would cost about the same as building light rail to the Junction. Transit Mode Selection Chapter 2 fails to address mode selection. In addition to alignment evaluation, Sound Transit should	James Boyle,Conrad Cipoletti,Joe Drovetto,Joyce Hengesbach,Terese Machmiller,Martin Pagel,Martin Westerman

review the choice of transit modes to meet West Seattle's unique situation. In 2014 Sound Transit evaluated different, high-capacity transit choices to serve as the spine of the regional network (from Everett to Tacoma and east from Seattle to Redmond). This was before Sound Transit began addressing how to envision and plan for shorter "feeder" connection to serve neighborhoods not part of the spine. When West Seattle was added to the ST3 measure shortly before it was put before the voters, a gondola was not considered, even though ST's 2014 high-capacity mode study stated that a gondola "could be considered for off-spine service that would operate on principally exclusive rights-of-way and would not interline (share the same tracks) with the spine." Instead, ST assumed West Seattle would be served by light rail. No planning was done before the project costs were determined, and the measure put to vote in 2016. In comparison, because of hilly terrain the City of Kirkland is studying the possibility of using an urban gondola feeder with three stations to connect the Sound Transit bus station on 85th / I-405 to downtown Kirkland. Other cities who have studied, are planning, or have implemented gondola feeders in their transit systems are Vancouver BC, Paris, Haifa, Ankara, and Mexico City.

Commute patterns

It is also not clear yet exactly how the pandemic and other factors have changed commute patterns. The trend for more working from home, strong employment growth in Bellevue, and the commencement of the Eastlink line will likely change transit patterns. CEO Rogoff pointed out in 2021 that there had already been a shift away from peak time trips to more of a distribution of trips during the day. Even so, Sound Transit continues to plan capacity around peak time travel and pre pandemic commute patterns.

Potential long-term changes in transit patterns should have been addressed in chapter 3.5.2 of the DEIS. Peak capacity is the number that is used as the "capacity requirement" for a transit mode and the shift Rogoff referenced could mean that the "capacity need" should be lowered. It also calls into question the need for a second downtown tunnel and second line through SoDo. If these two projects were eliminated, the savings could fund connections from light rail spine stations to more neighborhoods via buses, gondola, bike paths, and bridges for walking/rolling (like at Northgate). It could also fund better sidewalks. Overall light rail station access and transfers between lines would improve.

Project funding/Cost

Chapter 2.8.2.1.1 lists the many alternatives contemplated in the DEIS, and associated costs totaling between $3 billion and $4.7 billion. This range is double to triple the amount approved by voters in ST3 ($1.7 billion). Before the pandemic, three West Seattle buses (RapidRide-C, #121, #21) already provided 25,500 trips daily. The DEIS projects 27,000 trips on light rail by 2042, only 1500 more than buses were providing in early 2020. Also, there will be little improvement in travel time for many riders, given the likely need to transfer twice to and from light rail in West Seattle and SODO for at least the next 15 years as illustrated below. Is the high cost and increased burden on the taxpayer worth the benefits gained? At a light rail cost of almost $10 million per additional daily trip (plus the building of additional OMF capacity and train acquisition) and an annual operating cost of $35 to $40 million this investment does not seem worthwhile and won't meet Sound Transit's fare recovery goals – and that's without considering the cost to the environment of greenhouse gases emitted during construction.

Transit Time

The average wait and transit times for taking light rail between West Seattle and SODO in chapter 3.4.3.3.1 are inaccurate. Riders who live south of the N. Delridge light rail station and want to take the light rail to Bellevue, would take a bus to the North Delridge station, get in line to ride up 2-3 escalators or 2 elevators, wait up to 12 min for a train to SODO, get up and down stairs/escalators at SODO to get to the platform for the 1 Line light rail, wait for a train to the International District (ID) transit hub, and walk and traverse escalators to get to a tunnel platform to wait for a train to Bellevue. The average, total travel time may be longer and less convenient than using buses or driving a car. If the West Seattle light rail is extended beyond SODO in 2037, using it may take about the same time as a bus. Travel times listed in Appendix N.1-3 are not realistic and reflect idealistic, "best case" scenarios.

By comparison, West Seattle gondola stations could be one story high. Therefore, to reach Bellevue, a rider might take a bus to the N. Delridge gondola station, walk or take the escalator/elevator up one story, board one of the constantly circulating cabins, ride it all the way to the I.D., go down one story to the tunnel entrance, take an escalator/elevator down, and wait for a train to Bellevue. It would be an easier, more convenient and shorter process which might attract more drivers to switch to public transit.

Pedestrian and Bicycle Trails

The Alki and Delridge Connector trail is a major walk/roll corridor to connect West Seattle with the rest of Seattle via the Lower Spokane Street Swing Bridge. Chapter 3.7.3 lists the Alki and Delridge Connector trail, but the mitigation (on 23rd Ave SW) is not clear and fails the assurances in 3.7.4.

Waterway Impact

Chapter 3.9.3 mentions some impacts to fishing rights, but still contemplates new in-water columns. The tribes have traditionally been disenfranchised, and the failure to address the impact of water columns is a major oversight. The chapter also does not mention that the West Seattle bridge will need to be replaced at some point. That section the DEIS should be updated to cover such space coordination requirements with SDOT.

Acquisitions, Displacements, and Relocations

Chapter 4.2.1 relates to the devastating impact of various light rail alignments on residences, businesses, parks, and wildlife. Sound Transit is obligated to minimize such (mandated by DOT section 4(f) for example, see chapter 4.2.18). An urban gondola would avoid most of the impact listed in this chapter and therefore the current DEIS fails the "Least Harm Analysis" test in 4.2.18.5.

A gondola could provide the needed capacity, with minimal disruption, displacement, and damage to the environment and established urban community during construction and operation. Specifically, it would avoid the following problems caused by proposed light rail alternatives:

• Chapter 4.2.1.3: More than a thousand people may have to find new homes. Many businesses will lose their locations and not be able to find other suitable ones in the area or even in West Seattle, seriously impacting owners and employees alike. Residents will be affected since stores and services on which they now rely may no longer be available in West Seattle.

• Chapter 4.2.1.7/8 misrepresents the housing situation in West Seattle. While Redfin shows very low available home inventory in West Seattle, the DEIS says: "research indicates that there are adequate opportunities for most residents and businesses to successfully relocate within the project vicinity." It promises relocation assistance but fails to mention that no assistance can help if the renter or homeowner cannot qualify for a new home based on current social status / credit rating. Commercial real-estate is very limited in West Seattle which means displaced businesses may have to relocate causing them to lose their customer base and West Seattle residents to have to travel farther, perhaps even out of the Duwamish Peninsula, to access goods and services. Such travel may increase greenhouse gas emissions.

• Chapter 4.2.3.3 includes several pages of impacts: light rail will demolish businesses, reduce the city's tax base and may affect tribal fishing rights. It fails to address the social impact of the destruction to employees and business owners/operators, many of whom are small and privately owned. It does not address the impact to the community which has grown around these services and the businesses and families which will be impacted indirectly. Alki Beach Academy for example provides daycare services to 300 children; affected parents may need to quit their jobs and/or move elsewhere if they lose affordable daycare.

• Chapter 4.2.4.3 and 4.2.5 fails to address the visual impact of the light rail bridge. No accompanying special renderings other than architectural drawings are provided. Instead, the DEIS claims the light rail guideway is "consistent with existing views." While the existing West Seattle freeway is already an eyesore, it only rises briefly above the West Duwamish waterway whereas the southern light rail bridge alignments will rise up high from the SODO station to cross the freeway and stay high until they meet the top of Pigeon Point. The northern bridge alignment will be only slightly lower. This huge structure will be visible not only from Pigeon Point but all along the Duwamish, Beacon Hill, Georgetown, SODO and even T-Mobile Park. No renderings of this have been provided. The impact to the Youngstown neighborhood may be even greater. At one point, the elevated guideway may be as high as 150 ft, about twice as high as any existing building in the neighborhood. Due to the height of the structure, rail noise will travel even farther.

• Chapter 4.2.4.4 does not address the fact that West Seattle has already suffered the last two years from the closure of the West Seattle bridge and the construction required for RapidRideH. Light rail construction will affect all major arterials and transit ways to enter the center of West Seattle (see App. N.1-4 Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years) for several years. While tunneling may help reduce the destruction of some homes and businesses, the excavation required for station construction will require very large construction sites with applicable detours and an associated increase in greenhouse gas emissions.

• Figure 4.2.5-4 does not show any coverings over the station, which makes it appear lower than it would be in practice. It only shows the demolition of homes directly adjacent to the station, but not along the guideway which again provides a distorted impression of what will happen.

• Chapter 4.2.5.3.3 fails to mention that in the master plan for parks in Seattle, Olmsted suggested preserving the view from Pigeon Point which any of the southern alignments would destroy. For details see: Pigeon Point - West Duwamish Greenbelt – Friends of Seattle's Olmsted Parks (seattleolmsted.org)

Ecosystems

Chapter 4.2.9 provides a long list of impacts on the ecosystems, habitats, and many threatened and endangered species, some with potential impact and others with very specific impacts, in both Longfellow Creek and the northern portion of the West Duwamish Waterway. The alignments related to the two suggested southern bridge crossings would be detrimental to the Osprey nest and Great Blue Heron colony. While the Osprey nest could potentially be relocated, there is no guarantee that the birds would accept the new location. For the Great Blue Heron, the proximity of major construction work would most likely be detrimental.

The northern slope is unstable and may collapse (see 4.2.11) during an earthquake, causing many large trees which are currently providing an important buffer and stabilizing the slope to be removed.

	Because the construction of the light rail guideway towers would induce shaking similar to an earthquake, the construction of either southern bridge alternative should be removed from consideration because it poses a serious danger to the northern slope of Pigeon Point. While the Genesee alignments may try to minimize the Longfellow Creek impact (also see 4.2.17), the removal of trees and bushes along Genesee would make it even more difficult for wildlife to migrate between the golf course and creek area than with the current roadway. This will cause major disturbance to this critical wetland, bird, and salmon habitat. The Andover alignments would be a bit better, but still disturb the creek area. Again, the DEIS should have considered transit technologies which are more compatible and friendly ot the environment and unique geographical challenges of West Seattle. Geology and Soil Chapter 4.2.11 explains that the soil conditions along the whole alignment are challenging and unstable. A huge guiderail construction poses major risk for shifting and settling, and the soil conditions put the finished product and the people riding trains on it at risk should an earthquake occur (earthquake faults run through the northern Duwamish peninsula.) The DEIS should have considered other mode alternatives, including non-rail, lighter-weight, and more seismically stable transit options. Martin Pagel, Joyce Hengesbach, Martin Westerman, Terese Machmiller, Conrad Cipoletti, James Boyle, and Joe Drovetto Many of us submitted comments as individuals and would like these group comments recorded as part of our respective submissions. As such, please include the following emails in your response to our comments: mjpagel@gmail.com, joycehen@hotmail.com, artartart@seanet.com, temachmiller@gmail.com, conrad.cipoletti@gmail.com, greenleaf.boyle@icloud.com, and snosprings@yahoo.com	
04/26/2022	[thumbs up emoji] Sent from my iPhone On Apr 26, 2022, at 1:00 AM, Betty Lau Betty.lau47@gmail.com wrote: ? 3.16.3.3 Chinatown-International District Segment Most of the pedestrian activity with the International District/Chinatown Station with any of the alternatives would be underground or within the plaza area, minimizing interaction with vehicles. ·Bicycle traffic lacks consideration for over 1,200 elderly limited English residents who walk slowly throughout the CID and daily to Hing Hay Park for exercise and. socializing ·Develop a safety plan to control bicycle speed to avoid elderly pedestrian hits by bicyclists Seniors in Action oppose protected bike lanes anywhere in Chinatown Proected bike lanes would alter the historic looks of the National Register Chinatown Historic District.	Brien Chow

04/26/2022	I urge Sound Transit to consider the following general principles as it reviews the WSBLE Draft EIS and prepares the Final EIS: Among the most important considerations must be the future users of the Link system. They must be able to quickly access the train platform from the surface. The escalators and elevators must be capable of reliably handling the passenger load and must have sufficient alternatives and redundancy that the embarrassing situations that developed on 1 Line in the past few years must not be repeated in the future. Where the users have an opportunity to change to the other Line, they must be able to make the change in a minimum distance and time. In short, the stations must be convenient to the users. This would generally mean using the most shallow possible station location. However, making the cross-over accessible to both north- and south-bound travelers may generally mean that the cross-over tunnel must run either above (onto an existing mezzanine) or below the existing Link station, placing the new Link station above the cross-over tunnel. The station design should start from defining the shortest and least height different cross-over tunnel and then placing the new station relative to the access to the pedestrian tunnel. The next extensions of the WSBLE lines must be considered and the chosen design should enhance those opportunities. It could be expected that the West Seattle line should continue south and the Ballard line should continue north. This suggests that the Ballard line and stations should be located on 15th or 17th Ave NW (the choice depending on the character of the soils that would be tunneled through under the Ship Canal) as this would enable an extension north past Ballard High School to about NW 90th St, where it would curve to the east to meet the 1 Line at Northgate Station. This would fulfill the first rule of transit system design: no isolated, dead end lines; create interconnection and transfer opportunities. The oft-mentioned route along Market-46th -45th to the 1 Line station on Brooklyn Ave NE is not practical due to the topography and should not distract from connecting the Ballard link to Northgate. The also mentioned extension up Aurora Ave N is not practical because of the Coast Guard requirements for a new high level bridge over the Ship Canal and the ability of Metro Rapid Ride to adequately meet the transportation requirements in that corridor. The stations should be designed for easy transfer from Link to the Metro bus system. How to move buses in and out at the station and users back and forth to the feeder buses should be part of the choice of station locations and station design. I have the following comments regarding the Chinatown/International District station alternatives and the Downtown alternatives: Again, shallower is better for Chinatown/ID. Of the alternatives you present, the least offensive is the inline station CID-2a but that station is still too deep. The station approach should be raised so it can be at approximately the same elevation as the existing 1 Line station with the cross-over tunnel running beneath both stations. The tunnel could be further extended west under 4th Ave to allow access to the commuter and AmTrak trains at King St Station. The new line should continue north on 5th Ave and Westlake Ave to about Republican St, where the next station should be located. The way west should be along Mercer so a Lower Queen Anne station could be located as in alternative DT-2. But with a station at Republican St there would not be a need for the station at 6th Ave N. The preferred path north would then continue on SIB-3. It would be necessary for the Prospect St station to be carefully designed to accommodate shuttle buses to the Smith Cove Cruise Ship Terminal for the, no doubt, lost and confused cruise passengers. With regard to the Ballard segment of the new line: The recent ruling by the Coast Guard on the necessary 205 ft height of fixed span bridges almost dictates that it will have to be a tunnel under the Ship Canal. The choice of location for the Ballard station must enhance not just convenience to central Ballard shopping area but ease of connection to various feeder buses that would serve the northwest area. A careful plan of the way buses could	Michael Ruby

	interact with the station and where there might be sufficient room to create a seamless transfer between Link and Metro must be a major consideration. With regard to the West Seattle segment of the new line: There are no good alternatives presented for this segment. The problem is the radical topography that must be accommodated. A tunnel under the Duwamish Waterway is not possible so the issue would be which bridge. Of the bridge alternatives, the least objectionable is DUW-2 since it could avoid impacts on existing greenbelts and habitats and would avoid horizontal disruptions to navigation. This option connects easily to the DEL-4 option, which would directly connect to the proposed H line Rapid Ride, allowing it to terminate at the Delridge Way station. This option would also connect to the WSJ-3b tunnel proposal. Recognizing that these choices are the best of a bad lot the preferred alternative is an in-depth study of the proposed SkyLink gondola, which seems almost tailormade for the topography of West Seattle and the Duwamish River valley. It is clear a design can be developed meeting all the transit rider objectives of the various link proposals without most of the adverse impacts of the Link options. It has the additional advantage of being able to easily extend branches both north and south from the primary terminus in West Seattle, providing much greater reach throughout West Seattle, perhaps even extending to Morgan Junction and the Fauntleroy ferry terminal. This proposal does not serve the Delridge valley, but the H line will provide an adequate transportation option. A seasoned professional designer of such a gondola facility must be brought on-board, but the delays caused by this additional review are trivial compared to the very late date of anticipated construction of this branch of the Link system. Thank you for your consideration of these comments. Michael Ruby, Ph.D., P.E.	

04/28/2022	In the purpose and need statement, there are the following sentences. "WSBLE would connect employment opportunities in Downtown Seattle to existing light rail lines and light rail extensions currently under construction in King, Pierce, and Snohomish counties, where more affordable housing is available. Improving mobility in the WSBLE corridor will help improve access to employment and educational opportunities for communities of color and low-income people around the region." These sentences may or may not be accurate. An analysis using data is required to make this claim. Such data is not sourced in the DEIS. The second sentence, in particular, appears to be a qualitative analysis that claims by definition, that an expanded HCT system is equitably reaching communities of color and low-income simply because the system is expanded. A quantitative analysis is requested with the data documented and transparent. First, a definition of the communities of color and low-income should be defined with census data and other standard data, and the definition provided. Current measures should be carefully considered such as health disparities. Second, affordable housing should be defined. These communities should then be mapped with GIS tools. Next, define access to Sound Transit services. Access to the West Seattle Ballard Link extensions is defined as 0.5 miles from the station and 0.5 miles from bus transit that serves the station. The bike shed is greater than the walkshed, but a relatively small number of riders. Access to Sound Transit service is then overlaid onto the defined communities mapped and the affordable housing mapped. The GIS tool would then be used to define the number of residents in the defined communities and the number of affordable housing units reached relative to all populations and housing in the West Seattle to Ballard Link Extension access area and relative to the total Sound Transit service access area. For transparency exceptions or reasonableness should be discussed in the text. This includes rider travel time greater than one hour accounting for walk time to transit and transfers; employment destinations with work hours outside Sound Transit core service hours (may not be able to quantify but need to disclose), and the real or perceived concerns with personal safety. Real and perceived safety concerns are important to all communities. Claudia S. Hirschey	Claudia Hirschey

04/28/2022	My comments are specific to the Ballard station options. Those station options have environmental and governmental impacts which have not been adequately addressed. The station options selected to be advanced from scoping to the current EIS phase were based largely on two factors, cost estimates and an assessment that there would be insignificant differences in ridership among the various options. The ridership differential analysis was grossly inaccurate, as is clear from: zoning maps, urban village boundary maps, including those that show proposed extensions (none of which are attached, but are readily available from the City of Seattle). These all clearly show that both stations are on theperipheryof any density, presentor future. attached Exhibit A, which by showing the number of inhabitable floors per building is a useful proxy for population density. It shows that the center of population density is a significant distance west of the studied station locations. attached Exhibit B, which shows the locations of land uses commonly leading to transit ridership. Again, the center of these is far west of the studied station locations. a combination of the "NR" (non-residential) buildings of Exhibit A combined with Exhibit B is a useful proxy for employment density. Probably not as far west, but reasonably estimated to be in the vicinity of Swedish Hospital. attached Exhibit C, which shows the locations of land uses unlikely to generate any significant ridership. Notice that the greatest concentration of these areclustered in blocks just south of the proposed station locations, principally highlighting the number of auto service and jobsite contractor businesses located nearby. In contrast, most of the indicated locations elsewhere are currently parking, which could/would be converted to dense buildings if a light rail station were nearby. Metro bus route maps, which show that only 2 out of a possible 4 bus routes would directly serve the station (without governmental impacts described later). That's roughly half the ridership from feeder buses. So, the major environmental impact that is not adequately addressed by the DEIS is failure to divert more vehicular traffic to more environmentally benign light rail usage, by way of failing to achieve the ridership potential that an ideally located Ballard station would enjoy. Given all of the evidence outlined above, it is reasonable to believe that a station at 15th would struggle to attainhalfthe ridership that a Ballard station better located would achieve. And a station at 14th would perform even more poorly. As for cost estimates, based on the difference in costs for different options presented during scoping, it is difficult to believe that the estimates for the 14th and 15th Avenue included the costs of either bridging over or tunneling under both Market St and 15th Avenue such that a pedestrian can get to/from any quadrant of that intersection without crossing these busy arterials. These streets are busy, many lanes wide, and have speedy traffic. Many pedestrians rightly consider crossing them at street level to be dangerous. Such passageways are very expensive, yet they are essential to make either of these inferior station locations regain a_fraction_of the ridership potential that a Ballard station should achieve . Governmental impacts: The only way to get 4 bus routes to feed a station located at 14th or 15th is to make 2 routes deviateseveralblocks out of their way. That forever imposes an extra burden on King County Metro in increased operational costs. It also presents an additional environmental cost by consuming more fuel. In contrast, if RapidRide D were to turn west to reach the Ballard location that is ideal for ridership, then it would gain ridership totally independent of any feeder aspect, because all the reasons that lead to optimal ridership are applicable to RapidRide D also. A station at 15th deprives Metro of the ability to attain higher ridership for RapidRide D. A station at 14th would depress RapidRide ridership even more. There is one additional impact specific to an_aerial_station at 14th. That option has no plausible route for future extension of the line to points north. There is simply nowhere for it to go without condemning multiple blocks of properties. It would be highly desirable to have a viable_option_to extend via Crown Hill to Northgate, Lake City, Kenmore, and Bothell, for example. If you pick a tunnel option, to retain the ability to extend in the future, and if you factor in the great expense of creating 3 underground pedestrian passageways (it takes 3 to get to all quadrants), then the cost difference between the tunnel options being studied and a tunnel option_ideally located_might well mostly evaporate, particularly if the ideal location can be adjusted to avoid taking out existing tall, expensive buildings. Thank you, Dale Menchhofer	Dale Menchhofer

04/28/2022	I've attached the corrected Historic Context. I added citations as best I could. I noticed the Filipino presence in Chinatown and Japantown in the '20s and '30s was missing so added a paragraph about it. The other major additions/clarifications:: King Street Historic District became Chinatown Historic District Clarified with documentation the paragraphs on Mayor Devin's proclamation A couple paragraphs on the name from Chinatown to Chinatown International District and why the backwards forms of it I corrected some of the grammar, some of the dates and names of legislation impacting Asians. If the Comments section needs more help with the history, I can assist them, depending on the time frame. Betty Sound Transit DEIS Appendix J WSBLE Attachment N.5C1 Historic Context 2.3 Seattle Chinatown Much confusion surrounds the name of Seattle's Chinatown due to the intersecting factors of racism, on-going struggles of power, control, representation, and misguided efforts at being "politically correct." The word itself, Chinatown, is a translation of the Cantonese phrase "tong yun fow" or literally, Chinese people town." A variation is "tong yun gai," or "Chinese People Street." These two terms are in use by speakers of Cantonese and Hoisanese. Today, Chinese print media frequently use the Mandarin Zhongguo Cheng, or Chinatown. 2.3 Three Chinatowns Chinatown, centering on King Street, is Seattle's third, the first being waterfront docks where Chinese cannery workers lived. Jim Sing Mar, dock foreman over Chinese workers, was one of them. He lived on the dock with his wife and children; two of whom were born there: a son and later, daughter Ruby, the future famed restauranteur and King County Councilwoman (Mar Family Remembrance by William Mar). As dock development pressures grew, this first Chinatown was forced inland, onto 2nd Avenue, where it thrived with 2nd and Washington becoming its heart. This 2nd Chinatown extended east to 5th Avenue with the Yee Chong Company anchoring the northeast corner and a Chinese restaurant next door in the same building. However, downtown was growing and pushed south but the hilly terrain had to be eliminated. The 2nd Avenue Extension project of the 1920s punched through the heart of Chinatown, forcing yet another move to the other side of the railroad tracks, to the present Chinatown centered on King Street. Chinatown's many historic buildings gained it nomination for National Register status in 1986. However, the original nomination form was for the King Street Historic District, which was widely viewed by the Chinese community as an attempt to erase Chinatown. Due to community objections and public comment led by Ruby Chow and Chong Wa Benevolent Association President Ted Pang, the Hearing Board of the Department of Archaeology and Historic Preservation voted to correct the nomination form name to Chinatown Historic District. Part of the process includes informing property owners of their right to opt out of a historic district designation. Some of the building owners in Japantown north of Main Street opted out, but those from Jackson to Main chose to remain within the new Seattle Chinatown Historic District. Thist is why the Seattle Chinatown Historic District includes a large portion of Japantown. After the nomination name was corrected by historic preservationist Larry Kreisman, it was sent to the National Register, where the nomination for the Seattle Chinatown Historic District was approved and listed on the National Register on Nov. 6, 1986. The National Register Seattle Chinatown Historic District is also a locally designated historic district, which brings it under the purview of the City of Seattle special review district. 2.3.1 Early Years (1851 to 1894) The first Chinese settlers arrived in the Pacific Northwest as early as the 1860s. However, they did not move to Seattle until the 1870s (Dougherty 2013). The immigrants worked in such industries as railroad	Betty Lau

construction, lumber mills, canneries, and mining areas already gone over by white miners. They were considered an inexpensive source of labor for such enterprises. Chinese businessmen in Seattle contracted the laborers for these operations, assisted the workers, and constructed boarding houses for them. The vast majority of the immigrants were single, adult males who were only in Seattle temporarily. Chinatown was a densely populated area. By 1876, their numbers had reached approximately 250 people (Kreisman 1986:8-1).

Close proximity in Chinatown reinforced cultural and kinship ties and offered some protection against the white citizenry, which was often hostile towards the community. The community was prohibited from owning land, was taxed differently, and forbidden by law to marry whites (Takami 1998). In 1882, the United States passed the Chinese Exclusion Act that placed a 10-year moratorium on Chinese labor immigration (National Archives 1999). Despite the 1882 Act, there were approximately 950 Chinese living in Seattle by 1885, which accounted for almost 10 percent of Seattle's population (Dougherty 2013).

The Chinese Exclusion Act of 1882 limited the number of newly immigrated Chinese workers. These restrictions did not apply to Japanese immigrants, who began arriving in the 1880s. Japanese immigrants worked for the region's logging companies, railroads, canneries, and farms in Washington. The first to arrive were single men who were the second- or third-born sons, unable to inherit land in Japan. Many would settle in Seattle. As with the Chinese immigrants, there were restrictive real estate covenants and employment restrictions that forced the Japanese to live in a concentrated area of the city. Seattle's Nihonmachi, or Japantown, originally centered on Dearborn Street and later moved up Yesler Way and Jackson Street. Eventually, Japantown was recognized as an area bounded by Yesler Way to the north, 4th Avenue to the west, Dearborn Street to the south, and 14th Avenue to the east. The community flourished during the early twentieth century, with Japanese-owned businesses, bathhouses, newspapers, sports leagues, language schools, and religious institutions supporting economic development and cultural life (Tsutakawa 2020).

The West Coast experienced heightened anti-Chinese sentiment in the mid-1880s. At the beginning of February 1886, more than half of Seattle's Chinese population left the city because of earlier violence in cities like Tacoma. In Seattle, this peaked in 1886 when populist agitators demanded approximately 350 Chinese be expelled from Seattle for violating Seattle's cubic-air ordinance, which required all lodging to have at least 512 cubic feet of air space for each person sleeping there, which in the crowded conditions where Chinese immigrants lived was impossible. On the morning of February 7, a mob of men forced the remaining Chinese residents to the Ocean Dock at the foot of Main Street to board a steamer headed to San Francisco, California. A stalemate was briefly reached, but the next day violence erupted. It was eventually quelled, and the Chinese returned to Chinatown. Governor Squire declared martial law in Seattle, and on February 9, President Grover Cleveland ordered federal troops to Seattle. By February 14, nearly all of the Chinese had left Seattle and only a few dozen remained. Some were taken by Indigenous people, who sheltered them on the reservations [Chintown Childhood]. Federal troops stayed in Seattle through the summer of 1886. As the economy took an upswing, the anti-Chinese sentiment subsided as white males in Seattle again found employment (Dougherty 2013).

Seattle's first Chinatown did not survive the 1889 Great Seattle Fire. To ensure the future safety of their businesses, a group of Chinese businessmen built and leased a string of brick buildings on both sides of lower Washington Street at 2nd Avenue (three blocks west of the current Seattle Chinatown Historic District). An influx of single male laborers resulted in crowded conditions in the restricted confines of South Washington Street. The Second Avenue Extenstion project and the regrading and widening of South Jackson Street and South King Street in 1907 forced the Chinese community to relocate from the older quarters to the regraded area east of the railroad tracks (Kreisman 1986:8-2).

2.3.2 Expansion Era (1895 to 1909)

A Chinese investment group, Kwong Kick (Quong Yick) Company, led by the community leader Goon Dip, built a series of buildings on the south side of King Street from 8th Avenue South to Maynard Avenue South. The construction proved to be the catalyst for the building of a new Chinatown in the King Street area. Many of the buildings from that phase of development still stand. The proximity of King Street Station and Union Station combined with the renewed influx of seasonal laborers provided a strong stimulus for further construction of hotels and single- room-occupancy hotels; in some cases, the latter were operated by Chinese family associations (Kreisman 1986:8-3).

Many of the buildings in the Seattle Chinatown Historic District are associated with business and social organizations unique to the Chinese community and were built during the early 1900s. For example, the merchant shop owners built large hotels to house transient and immigrant contract laborers. In addition, Chinese family and district associations built substantial workers' hotels for their members, many embellished with traditional balconies in the style of their homelands in southern China (Kreisman 1986: 8-3).

The 1908 Gentlemen's Agreement between the United States and Japan limited the immigration of laboring men, but it did allow for wives to enter. Immigrant men would marry "picture brides" from their native villages in Japan. These marriages were not recognized by the United States as legal until 1917, when group marriage ceremonies were conducted in immigration offices (Takami 1998). Along Seattle's Main Street, Japanese immigrants established hotels, businesses, and clubs on the northern edge of today's Japantown (Tsutakawa 2020).

2.3.3 Improvement Era and World War I (1910 to 1928)
Between 1910 and 1912, the three largest merchant shops in Seattle moved to hotel buildings in the new Chinatown location, and soon many other commercial enterprises followed. The move away from the older quarters on Washington Street was made permanent in the mid- 1920s when the Second Avenue Extension project cut through the center of the old Chinatown. After 1925, there were only a handful of Chinese residences and businesses remaining on Washington Street (Kreisman 1986:8-3). During these years, the Immigration Act of 1924 essentially ended all immigration from Japan (Takami 1998).

Filipino migration had been unlimited, due to US acquisition of the Philippines from Spain as a territory in 1898. Under U.S. territorial laws, Filipinos could freely migrate to the U.S. without a quota, until the Tydings-McDuffie Act of 1935, which re-classified Filipinos as "orientals" for quota purposes with one important difference. The Chinese quota was 105 per year; the Japanese quota not much more, but the Filipino quota was set at 50 per year. During the years of unlimited migration, Filipino laborers filled the hotels of Chinatown and Japantown to 12th Avenue and up to First Hill and Cherry Hill where they settled by the Catholic churches so important to their lives (Cordova, Fred. '60th Anniversary Program,' Filipino Community of Seattle, Dec. 15, 1995; reprinted in full in Pamana II, p. 15, 17 2000).

2.3.4 The Great Depression and World War II (1929 to 1945)
Despite immigration limitations, Seattle had a sizable Japanese population. In 1930, more than 8,000 Japanese were living in Seattle (Tsutakawa 2020). That same year, the Japanese American Citizens League held its first convention in Seattle. During the Great Depression, Japanese businesses suffered but were not decimated. Many Japanese left Seattle for other parts of Washington, moved to California, or returned to Japan during the 1930s (Takami 1998).

Following the bombing of Pearl Harbor in December 1941, activity in Japantown shrank dramatically. Japanese bank accounts were frozen, and businesses were confiscated. A curfew was issued, which impacted many Japanese people with jobs as well as students studying at universities. Executive Order 9066 ordered Japanese immigrants (Issei) and their American- born children (Nisei) in Seattle and across the nation into incarceration camps in April 1942 (Tsutakawa 2020). Nearly all of Seattle's Japanese population was sent to Puyallup Assembly Center (known as "Camp Harmony") at the Western Washington Fairgrounds in Puyallup. Later they were transferred to Minidoka War Relocation Center in Idaho (Fiset 2020; Wakatsuki 2020). The impacts of this forced relocation are described in the following section.

2.3.5 Post-World War II Boom (1946 to 1969)
After World War II ended, Japanese-Americans returned to Seattle, but many no longer had homes and were living in temporary hostels. Many of their old neighborhoods and employers were openly hostile to their return. Numerous Japanese-Americans moved away from Japantown and, as a result, Japantown's boundaries shrank. The Japanese and Japanese- American population was never again as high as it was before World War II (Tsutakawa 2020). A portion of Japantown was demolished for the city's first public housing project, Yesler Terrace (Crowley 1999).

In 1951, Mayor William F. Devin issued a proclamation designating Chinatown and Japantown with the new name International Center. It was defined as the area bounded by 4th and 14th avenues, Yesler Way, and Dearborn Street (The Seattle Times 1951: 25). The renaming was to recognize the contributions of "…our citizens of Negro, Japanese, Chinese, and Philippine ancestry;" however, on Aug. 9, 1951, a group of community protesters called on Mayor Devin to object to the proclamation on the grounds that it eliminated Chinatown. They were Ruby Chow, Dr. Luke, Guy Searles, and Mr. Vaille (Dingwall, Ewen, Admin. Asst. to the Mayor. Letter to Ruth Manca, secretary of the Jackson Street Council, Aug. 10, 1951). And indeed, the belief that Chinatown was abolished was widely understood, as this headline from the Seattle P-I announces: "City's Chinatown No Longer Exists" (Seattle P-I, Tuesday, July 22, 1951). No one questioned why only four peoples of color received the "international" label, and why no white citizens in the area were recognized in the proclamation. Paul de Barros, in Jackson Street After Hours, gives a clue. He writes that in 1948, the Chinatown area was a red light district that was so bad it was declared off limits to all military personnel stationed at Paine Field. Mayor Devin's 1951 boundaries for the International Center exactly matched those of the military off limits area: Main Street to Dearborn and from 4th Avenue to 14th Avenue. It's purpose was to limit the spread of people of color into the downtown business district (Lau, Betty. "Chinatown Childhood," Seattle Histories, Front Porch Blog, Dec. 1, 2021).

	The Immigration and Nationality Act of 1965 lifted immigration restrictions set by the 1924 Act and the Tydings-McDuffie Act of 1935 and allowed for broader immigration from Asia (Takami 1998). Koreans and Pacific Islanders began arriving in the 1960s (Crowley 1999a). 2.3.6 Contemporary Chinatown-International District (1970 to 1980) After the fall of Saigon in 1975, thousands of refugees Southeast Asia settled in Seattle. Many Vietnamese-Americans opened businesses in a cluster around the intersection of 12th Avenue and Jackson Street east of Interstate 5, which became known as Little Saigon (Tsutakawa 2020). The Chinatown and Japantown areas were seen as blighted (Tsutakawa 2020). The construction of Interstate 5 through the heart of Chinatown did not help the district's dwindling appearance. As early as 1960, there were plans by the Chinese Improvement Association to improve and beautify the area to help combat Seattle's urban renewal efforts. The initial plans were drawn by engineer William S. Tsao (Jones 1960:10). Young activists protested the construction of the Kingdome because of the negative impacts it would have on the Chinatown and Japantown (Tsutakawa 2020). In 1973, the City created a Special Review Board that helped protect the historical and cultural assets from those negative impacts (Crowley 1999a). A small group decided to seek federal block grant funding to improve the area, but in order to make the area they represented larger, they decided to use the name International District, but the Chinese community resisted. In 1973, Ruby Chow brokered a compromise name with the mayor. The new compromise name was Chinatown International District. Therefore the names of new city funded organizations bore Seattle Chinatown International District as part of their new non profit names. In 1999, the Seattle City Council passed Ordinance 119297, which made the Chinatown International District name permanent. However, in 2004, the compromise was broken with the backwards International District Chinatown appearing on a new building publically funded on 8th and Dearborn and a new community center and a new library, against community wishes. The backwards name was supported by then Mayor Nickels. King County followed suit passing its own ordinance in contradiction to Seattle's by using the backwards form; hence the name of ID Chinatown for the KC Metro Tunnel, now turned over to Sound Transit. These same activists and young Asian professionals established more social service organizations for health and food distribution for the community's low-income aging population. They also established childcare for working members of the community (Tsutakawa 2020). The Seattle Chinatown-International District Public Development Authority, which formed in 1975, made further community improvements (Crowley 1999a). Senior housing apartments were built, including the International Terrace (1973) at 202 6th Avenue South. It was secured with federal funding through Ruby Chow's friendship with Sen. Magnuson. She also founded the first community health clinic, but the city located it in Pioneer Square. She requested and was successful in having it moved into Chinatown to be closer to its patients. Today it is known as the International Community Health Services. Imperial House Apartments (1979) was added at 520 South Main Street. This activism strengthened the multi-Asian ethnic leadership of the area (Tsutakawa 2020). In 1986, activists approached Seattle Historic Preservation to fill out a nomination form for a King Street Historic district to be submitted to the National Register. Preservationist Larry Kreisman received the assignment to assess and inventory the area's historic buildings. However, notices of the public hearings for the proposed King Street Historic District had to be published in Chinese as well as English. The notices were widely viewed as yet another attempt to abolish Chinatown. Chinese community objections coalesced around Chong Wa Benevolent Association president Ted Pang and newly retired KC councilmember Ruby Chow. They organized speakers to give public comment at a public hearing at the Nippon Kan in Japantown. Afterr listening to speakers and considering the evidence, the historic board members voted to change the name from King Street Historic District to Chinatown Historic District and submitted it to the National Register in September 1986. On November 6,1986, the Seattle Chinatown Historic District was listed on the National Register of Historic Places. The area is now known as Chinatown-International District, which encompasses the three neighborhoods of Chinatown, Japantown, and Little Saigon, as well as the Chinatown Historic District. It has become the center of Seattle's Asian-American community.	
04/28/2022	I support building the station on the 4th Ave. I oppose 5th options since it would bring adverse impact towards the built and (natural) environment, as well as impacting people's daily life especially for the people who live here.	Kam Tai Chin

04/28/2022	ES 3.1.2.4 South Interbay Segment The preferred Alternative (SIB-1) is a bizarre choice and I am highly suspicious of its cost estimate. How can the segment that requires the most land acquisition, demolition and permanent blockage to future land use possibly be the "cheaper" alternative? This option seems to be chosen out of some misguided attempt to make the station "useful" to the summer cruise ship passengers. Passengers who by and large make use of the truly massive parking lot that the port provides for them instead. Virtually none of the passengers make use of the bus station located on Magnolia bridge that is even closer than this proposed station. Are we to seriously believe that passengers loaded down with baggage will make a .7 mile trek from the cruise terminal to a station at Galer St., through an industrial port zone? This is madness, shuttle busses are already provided to these people to whisk them off to their hotels, the airport or more likely to their parked cars. Worse still this station location means the line will directly intersect with the Magnolia bridge which is also being discussed for some form of major refurbishment/replacement. Adding unnecessary complications to the project. A station located at this site will also require all buses who want to interact with it move off of Elliot Ave. The North bound half having to execute a left hand turn to get in and out, resulting in poorer bus service. In fact, it actually would break the potential bus connections that SIB-2&3 would naturally have with the Magnolia bus lines 24 & 33. The idea is also probably to get a station closer to the Army Reserve Armory which is scheduled to close and its land turned over to the state/city for redevelopment. However, from what I've seen of their proposals so far, they seem more interested in building more commercial/light industrial space as opposed to residential that would actually drive ridership. The presence of the Wholefoods complex as well is not a major traffic driver. If that locations parking lot is to be judged it appears to never be more than half full. In short Alternative SIB-1 seems to be suspiciously optimistic about its costs, moves the station further north for no real gain in ridership and an inferior bus connection. Immediately crosses paths with two major future construction projects. It also additionally has the 2nd longest construction impact with Elliot Way traffic (a sure way to piss off Magnolia and Ballard drives) for a year and half. Alternative SIB-2 is a complete non-starter since its purpose is shove the line down Elliot/15th and connect to the worst possible location for the Interbay North station. I feel like this design was proposed by someone who was just tracing a line following the road and never once visited the site locations. There is zero benefit to this proposal. It would only result in the biggest road traffic impact of any of the alternatives and saddle Magnolia with a station that is next to useless for all eternity. I feel like I should not have to tell people this but the North Interbay station is the only light rail station that Magnolia will ever get. While Queen Ann on the other hand is guaranteed to receive a separate line, on top of the hill in some future expansion of the system. Placing the station as close to Magnolia to attract as much ridership from them as possible is important, because this is the ONLY opportunity to ever do so. Alternative SIB-3. This appears to be the actual best Alternative. The station location makes use of the permanently empty parking lot (1110 Elliott Ave W Parking) at Prospect St. (seriously there has been an abandoned motor boat covered in graffiti in that lot for a year), (update: the boat has now caught fire and its burned-out hull remains in the parking lot). The existing bus stops are already at this location requiring zero change in service on their part. The existing bus stops also included lines 24 & 33 which are the primary buses for Magnolia Hill making this an excellent transfer station for Magnolia residents with zero changes needing to be made to the current bus routes. The all-ready built Helix bridge can carry any passengers over the BNSF train tracks straight into Expedia. A fact so useful that Expedia built an entire private bus terminal at its base to make use of it already. If the bridge is extended (as it should have been in the first place) over Elliott Ave. that will completely eliminate any danger to pedestrians crossing the very busy Elliott Ave. Pedestrians who I will note also include a large number of school children who utilize these bus stations to transfer to the 24/33 to get home in the afternoon. Regardless of where the track goes further north, this is the only sensible location for the South Interbay station. The only issue I see with this Alternative is north past the station location. For some reason the line is dragged further north so that it can access, W. Armory Way (yet another proposed construction site for a potential Magnolia Bridge replacement). However, doing so impacts more businesses needlessly. Especially since one of those is a Federal Post Office. Which invites the problem of having to deal with the Federal Government as well as disrupting a vital public service for no apparent reason. The cut over across 15th to reach the BNSF track area can be accomplished sooner and just as easily by making the turn sooner at the Brown Bear Car Wash/Chevron (1800 15th Ave W.) and cross over the low usage parking lot of the Wholefoods Complex. Crossing here does mean interacting the Armory site, but seeing as how the designers didn't have a problem doing that in the SIB-1 Alternative I don't see it being an actual problem here. The impact can even be further mitigated by crossing the Wholefoods parking lot (which would only lose a dozen parking spots at most) at a corner-to-corner angle and using a shallow S curve to hug the outer	Johann Schmidt

eastern permitter of the Armory site until it reaches, W. Armory Way, where it can the proceed as its already laid out.

Should be further pointed out that if the Armory site is ever redeveloped into an actual residential neighborhood (again this seems unlikely) an infill station could be added anywhere along the Wholefoods to Armoy St. stretch of track. An instant generation of passengers along of a stretch of the line that will always have a very low usage rate due to its distance from high demand destinations or dense residential.

Alternatively, the line could simply cross Elliot Way immediately after the station and follow the track path laid out for SIB-1. However, this does again pointlessly mean the track will cross paths with the guaranteed construction work at some point of the Magnolia Bridge Redevelopment. Which has a high probability of occurring at the same time as the Light Rail construction.

ES 3.1.2.5 Interbay/Ballard Segment
This portion should really be broken into two segments as we are actually talking about two different station locations as well as two different modes of travel the line could take.

For the "Interbay Station" only the location along 17th Ave W./Thorndyke Ave W. makes any sense. It gets as close as possible to Magnolia Hill and will serve as the only station that neighborhood will ever get. A very minor road construction of only a couple hundred feet can easily link the West Nickerson St. to 15th Ave. South off ramp to Thorndyke Ave. Currently the space I am referring to is used as a parking lot for commercial dump trucks, so there is more than enough room for a road wide enough for a bus to travel through. This would allow the bus line 29, 31, 32 to terminate at the Thorndyke Station. This provides a more direct path for riders from Freemont, Seattle Pacific University and lower N. Queen Anne to reach a light rail station. It also provides an additional capacity for riders to cut across to the other N/S light rail line in the event one of them is out of service. Additionally, bus route 29 can with this altered route provide another bus link between Magnolia Hill and a light rail station.

The alternative of an elevated station at 15th and W. Dravus St. is a joke. I see zero benefit to this location. It would only provide bus links to bus routes that will be cancelled as soon as the light rail stations come on line. It will attract the same anemic ridership that the D line stop at this same location already does. It's near nothing in a bizarre attempt the split the middle between serving Magnolia and Queen Anne.

The Salmon Bay Water Crossing
Tunnel! ST spent a considerable amount of time complaining that a tunnel would be significantly more expensive than a bridge. However, the estimates now provided show that the cost difference is negligible to non-existent. Stop fighting the Tunnel option and wasting everyone's time.

A Tunnel also keeps the around the Ballard Bridge free of obstruction to yet another bridge replacement project that could very well happen at the time as the ST construction. The Ballard bridge is 100 years old and requires either major refurbishment or potentially even a full replacement. A full replacement would likely come in the form of a new bridge to 14th Ave. Something that could not be done if ST builds a Light Rail bridge to 14th and blocks the way. Again, staying out of the way of other major construction projects needs to remembered and considered. If ST is seen as bungling up other projects with short sighted actions, it will very negatively impact the publics perception and support of ST and any future Light Rail expansions. There is also the very serious matter of the Port of Seattle's objections to the bridge placements as they would impact the maritime industry which in Salmon Bay is the fishing industry. To say that the fishing industry thinks that Seattle is forcing them out of the city would be an understatement. Do not pointlessly add to this perception by taking away valuable and non-replaceable waterfront working space.

Ballard Station Location.
15th. I mean come on 15th is already considered to be the edge of Ballard and far from the actual attractions of Ballard proper. This location is merely following 15th Ave which is the major car artery of the neighborhood and nothing more. It is a commuter station only.

14th a terrible, terrible, terrible station location. I would rather ST abandon Ballard entirely and stop the line in Interbay than place a station here. I'm serious. It's clear the only reason this location is being proposed is in a vain effort to save money now and saddle Ballard with a sub-par station for decades, possibly forever, to come. I have seen some propose that this could be fixed in the future with a Ballard to UW line, but this is a lie. We all know that any future Ballard to UW line will stop at wherever this station is built today. ST is not going to extend the line further west for the same reason they are proposing a station at 14th, it's cheaper. If you can't come up with the funds to build a good station location, then don't build one at all. Don't handicap Seattle 2050 with the cheap decisions of Seattle 2022.

	Alternative; if the tunnel option is used than it once again becomes possible to move the station location deeper into Ballard proper which would result in higher ridership and all-day traffic, not just commuter traffic, similar to what the University Way Station sees. In the past there were suggestions of tunneled stations at 17th, 20th or 24th Ave. Considering how not additionally expensive the tunnel to 15th Ave turned out to be, these superior stations locations should be reconsidered and seriously this time. Both locations will be directly next to large apartment buildings, the popular Old Ballard destinations and both have large empty lots and low-rise buildings in spots where a station could be built. The 17th location would be directly next to Ballard Hospital and has a triangular lot next to it that has only single-story buildings on it. This location seems well suited for a bus terminal as the triangular road layout allows for a natural bus turn around using just the street. -Johann Schmidt	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, (Your Name)	Tejinder Singh

04/27/2022	I am a fourth generation West Seattle homeowner who in 2016 voted in favor of light rail construction. The events of the last six years, however, have changed many of parameters of the Sound Transit West Seattle link project. The budget is of major concern; $73 million cost overrun before the the project even starts definitely needs to be addressed. Also, the projected displacement of hundreds of people's homes, businesses, employment must be reevaluated especially in light of the dearth of options for relocation. My concerns are many but the impacts to wetlands, waterways, parks, green spaces, tree canopy and the Longfellow Creek basin and West Seattle Green Belt are primary. As much as I am concerned about things monetary the existential threat to people and wildlife is my bigger worry. I have reviewed the 2022 DEIS. I refer to the sections and then make my comments (indented). 4.2.9.3 Sound Transit analyzed the potential long-term impacts of operation of the West Seattle Link Extension Build Alternatives on ecosystem resources in the study area. These impacts would include permanent loss of habitat that is replaced with light rail facilities. Permanent changes in habitat adjacent or nearby the light rail facilities are also considered. Permanent loss of of habitat! 4.2.9.3.1 The West Seattle Link Extension would have longterm impacts on ecosystem resources in the study area. In some areas, the guideway would be within or near existing forested habitat. Vegetation and wildlife habitat within and 15 feet beyond the footprint of the guideway would be permanently converted from forested or scrub/shrub vegetation to light rail. During operation, Sound Transit During operation, Sound Transit would continue to remove "hazard trees" (trees that might cause a hazard to light rail operations) throughout project operations as needed. Removing street trees with trunks larger than 6 inches in diameter during maintenance activities would require coordination with the City of Seattle. I assume this would be some 15 feet on either side. And the forested land destroyed. Who is to monitor the cutting of the trees? Coordination with the City of Seattle must be set up prior to the clear cut. 4.2.9.3.1 Although the potential for adverse effects would be low, operations could impact vegetation and wildlife over the long term. For example, maintenance activities that involve the removal of vegetation during the breeding season could require removal of nests, eggs, or birds protected under the Migratory Bird Treaty Act. At-grade guideways would reduce the amount of habitat for small mammal species. Vegetated areas would be changed to impervious surfaces, which increases runoff volumes. However, as described in Section 4.2.8, Water Resources, stormwater from project-related impervious surfaces would receive flow control as required by the City of Seattle and, where appropriate, water quality treatment. Potential long term effects means forever. You acknowledge the Migratory Bird Treaty Act. Who is going to enforce it? 4.2.9.2.1. Some species may move farther into greenbelt habitat to avoid the immediate area of the light rail, but these minor localized movements would not affect these species' viability. Minor localized movements will not affect these species viability? According to whom? Some species may move "further into the greenbelt". Wait, what? Some of the	Marilyn Kennell

proposed Sound Transit routes remove the greenbelt that runs between Fauntleroy and 32nd Street SW.
4.2.9.6 Mitigation Measures
Sound Transit's policy on ecosystem mitigation is to avoid impacts on environmentally sensitive resources where practicable and to compensate for unavoidable impacts to ensure no net loss of ecosystem function and acreage as a result of agency projects. Mitigation for ecosystem impacts is based on a hierarchy of avoiding, minimizing, and compensating for unavoidable adverse impacts. Sound Transit would comply with all applicable laws.
What does "where practicable" mean? Please define. Is Sound Transit anticipating "unavoidable adverse impacts?" Perhaps to "ensure no net loss of ecosystem" this project should be rethought. Who will make sure that Sound Transit complies with all applicable laws?
4.2.9
Recovery plans for listed salmon identify shallow areas of shoreline as important to migrating salmonids. Guideway columns and pier-protection systems along the shoreline could change the movement patterns of migrating salmon, and navigation lights on the bridge structure could alter the nighttime swimming behavior of juvenile salmonids, which may avoid these areas to avoid potential predation, or seek these areas to feed on prey.
"Recovery plans identify the areas, the columns could endanger the migration which may cause the salmon to be preyed upon." Yes! It is good to identify these areas, but why destroy them in the first place?
4.2.9.6.1
Restricting clearing activities to outside the active bird nesting period, to the extent possible, to comply with the Migratory Bird Treaty Act administered by the United States Fish and Wildlife Service. If avoidance scheduling is infeasible, Sound Transit would work with staff at the United States Fish and Wildlife Service to conduct pre-construction surveys to determine the presence or absence of nesting migratory birds and assist Sound Transit in complying with the Migratory Bird Treaty Act.
Again, why are you doing this?
4.6.2.9.6.2
Improving stream habitat and riparian function by replanting affected areas with native vegetation would mitigate some unavoidable impacts on stream riparian areas. Replanting near shorelines could improve conditions for juvenile salmonids in the Duwamish Waterway. Wetland enhancement work in the Longfellow Creek wetlands could improve over-water shade to the creek itself, thus improving fish habitat. Fish passage improvements, such as culvert replacements, on Longfellow Creek could also be considered. Sound Transit would mitigate for impacts on forested vegetation using applicable policies and regulations, and would coordinate with the City of Seattle on tree replacement requirements.
These are very disturbing facts! No real plans for mitigating SOME of these so called "unavoidable" impacts. What are the "applicable policies" and who enforces the City of Seattle Tree Replacement requirements?
I feel great despair reviewing this Sound Transit DEIS. I feel that it is vague, superficial, and cavalier - lacking in awareness for the possible loss of our homes, our neighborhoods, our businesses and jobs. The luxury of living in an urban area that still has birds, salmon, big trees, and wildlife is rare. I realize we might need more public transportation in the future, but perhaps now (due to the pandemic, WS bridge closure, people

	wanting to continue working from home, etc.,) the needs have shifted. The Sound Transit “spine” is still a good idea. But electric buses on expanded bus lanes and other “feeders” to that main line sound like more economically and environmentally practical. And certainly less disruptive. I would support an independent study of the feasibility of a gondola. Marilyn Kennell 4022 32nd Avenue SW Seattle, WA 98126		

04/27/2022	NEPA requires the evaluation of the environmental impacts and related social and economic effects of proposed actions requiring federal approvals. Environmental justice must also be addressed via NEPA. The DEIS analysis of Chinatown/ID Alternatives significantly understates or ignores multiple economic and social impacts on Chinatown/ID businesses, employees, and the regional Asian Pacific Islander+ customer base that these businesses serve. The environmental justice appendix gives a cursory review of the profound economic effects of the 5th Ave alternatives and provides no real mitigation strategies. The following impacts have been inadequately accounted for and/or mitigated: · Economic effects of street closures (all CID alternatives) Estimates of employee lay-offs and business revenue loss due to reduced customer access from lengthy street closures are not included in the impact statement. In particular, the access impacts to Uwajimaya are not addressed. Uwajimaya is a regional-serving specialty grocery store that draws customers from an unusually large trade area. Because customers are driving in from throughout the region, they are even more sensitive to reduced car access and inconvenience than customers of local-serving mass-market groceries. Given potential multi-year closure of adjacent and nearby streets, Uwajimaya risks permanent loss of customers who find more convenient alternatives and do not return. Uwajimaya is an anchor retailer for the entire district, drawing in customers that park once for groceries and then walk to surrounding restaurants and specialty retailers. Reductions in shopping visits to Uwajimaya have inverse multiplier effects for surrounding businesses. These impacts are critical to the survival of the Chinatown/ID shopping district and should be studied to help determine the least harmful alternative. · **Undercount of business displacements (CID – 5th Shallow diagonal) **The classification of 8 business displacements under Alternative CID-2A Diagonal as temporary is misleading. These businesses will have great difficulty finding temporary quality spaces in decent locations where landlords will entertain short-term leases (less than 5 years), so that they can return to their original locations. The length of time necessary for permitting and construction of any needed tenant improvements is also likely to make this infeasible. Finally, the risk of customer and employee loss from re-location is high and not compensated for by Sound Transit re-location services. Experienced commercial brokers would agree that these two move scenarios are dubious; the displacements should be classified as permanent for the purposes of impact analysis. · Lack of just compensation for restaurant business displacement under ST's re-location policies (CID – all 5th alternatives) The DEIS framework assumes that business displacements can be mitigated through re-location and re-establishment support. Unfortunately, the re-establishment compensation limit of $50,000 is arbitrary and inadequate for the many restaurant and beverage businesses displaced by the 5th Ave alternatives. Restaurants, cafes and bars have custom build-outs with expensive and un-moveable equipment and fixtures including hoods, ducts, exhaust liners, electrical, plumbing, and costly finish carpentry and materials (ie flooring). This is why finished restaurant spaces rarely come up for lease in Chinatown/ID (or elsewhere), but are instead sold business to business with lease transfer at transactional values of $90,000 to $450,000 over the past 5 years. $50,000 for re-establishment has no market basis and is not just compensation. The economic effects of the 5th Ave alternatives should include not just these businesses displacement, but also the cost of their financial losses. · **Considerations missing from DEIS Appendix G Environmental Justice Analysis, Economics – CID Segment (P5-43) for 5th Ave alternatives ** · Approximately 15 of the businesses permanently or "temporarily" displaced from the Chinatown core employ many Asian immigrants with limited spoken English and English literacy. Uwajimaya, which will be impacted by the road closures as described above, is a major employer of immigrants with limited English proficiency [LEP]. Losing upwards of 100 LEP-friendly jobs would be a significant blow to the 100 year identity and economic purpose of the district as a gateway district for Asian immigrants finding their first jobs in this country. The likelihood of these employees being retained with re-location out of the district is low, and finding a new LEP-friendly job is a challenge. The number of potential jobs lost for immigrants with limited English should be projected for the 5th Ave and 4th Ave alternatives to allow comparison. · The number of businesses permanently and temporarily displaced from the Chinatown core is not identified in the DEIS, but is approximately 21. The only mitigation strategy offered for CID business displacement is priority being placed on re-location within the district. The expectation that even half of that number could find spaces in the district within a common timeframe is absurd. Most of the businesses to be displaced are restaurants or cafes and existing spaces are highly valued and rarely come available or turnover. Perhaps one redevelopment project would come on-line within the right timeframe and accommodate a few businesses. But the the arbitrary limits on reestablishment support discussed above ($50,000), are absolutely inadequate for cold or warm-shell build-out so that is unlikely. Adding a zero	Shanti Breznau

	would be starting to get there for the lucky few that could find new spaces. Realistically, no mitigation is being offered to the displaced businesses whose brands is tied to the district and vice versa.	

04/27/2022	To Whom It May Concern: I have been working to improve the Interbay/Dravus neighborhood since 1998. In the valley between Queen Anne and Magnolia, within walking distance of Fisherman's Terminal, the potential for this area has mainly been lost under the weight of 'big ideas' elsewhere. I approached the City Planner in 2004 with a Master Plan vision for Interbay and was told, "we're busy with South Lake Union." Despite the lack of Executive support, the people in this neighborhood worked for the next four years to achieve the only citizen-led legislative zoning change in Seattle's history. The zoning enacted in 2008 is why there are now housing units where there were virtually none. The quality that brought people together is partly due to the pattern of roads. The 'side' streets 17th West, West Thorndyke, and 16th West, both north and south of West Dravus Street, are unique. They form a place like the eddy of a stream. Dead ends with loops are rare in the city. Places where growth and improvement have been allowed to flourish, such as Madison Park's street end, become vibrant places for people. A diminishing city quality. As with the center of a hurricane, the power is in what it is not. Unfortunately, while urbanists such as Jane Jacobs understood the power of place, the constraints of the DEIS do not. Sound Transit has a history of obliterating places and context. The necessary infrastructure is so overwhelmingly dominant that, as with a freeway cloverleaf, there's nothing left. People demonstrated the power of this place by planning a better future regardless of institutional disinterest, limited funds, and no recognized political standing. Sound Transit has the opportunity to design a Dravus station that benefits from and builds upon the eddy, creating a welcoming place people want to be. Only two of the current plan alternatives leave the door open to worthy aspirations. Alternative IBB-2a and Alternative IBB-3. Page 2 of 2 Alternative IBB-1 should be reconsidered or eliminated. The DEIS renderings did not consider the blight from extending the Emerson Overpass condition to another eight acres. The result contradicts statements made by planners and ST staff at public meetings where they promoted the importance and power of a place in attracting riders. Lastly, when the public meetings were taking place at the beginning of the process, it was a different time. Traffic and freight studies for 15th/ Elliott must be reconsidered. People are not moving around as they did, and a substantial reduction in traffic volumes and time of day is more probable than not. Alternative IBB-3 should become the Preferred Alternative. Placing the route over 15th delivers considerable cost benefits in ROW acquisition and holds open alternatives for crossing the water to Ballard. Final recommendation: Preferred Alternative IBB-3	Jeff Thompson

04/28/2022	April 27, 2022 Sound Transit DEIS Comments Sound Transit Board RE: Comments on WSBLE DEIS Submitted by: Martin Westerman, 9361 47th Ave. S.W., Seattle, WA 98136 The DEIS makes apparent that ST planners failed to anticipate and fully account for challenges of topography, cost, delivery delays and impacts on residents, businesses, the economy, the environment, and carbon footprint in the SODO to West Seattle portion of its planned WSBLE line. The Board and ST planners also failed to present alternative HCT options in the plan for connecting West Seattle with spine stations in SODO and the International District (I.D.), such as: exclusive lane BRT lines in West Seattle with rebuild of the West Seattle Bridge-SR99 interchange to accommodate direct service to Seattle downtown and Georgetown – a significantly less-expensive option than the WSBLE proposes, gondola technology that ST, RCW and federal statute have defined as HCT for connecting local areas with spine stations. It provides significantly lower costs and impacts, and would merit a fully transparent comparative study vs. light rail for serving West Seattle Overall, the DEIS presents the following challenges: • social equity issues: all perspectives favor dominant, wealthier and more privileged groups and geographic areas over less wealthy and privileged groups and geographic areas. Example: ST tunnels through wealthier, densely developed areas, and runs surface or elevated trains through less wealthy, densely developed areas; ST is ignoring needs and concerns of BIPOC groups in future plans for the International District, etc. • no carbon footprint analysis, or plan for mitigation outside of removing SOVs from the road – though climate change is imminent and dangerous. This does not drive evaluations or analyses in any chapter or appendix • the assumption that, since environmental damage has already been done in urban areas, it is acceptable to do more environmental damage • all perspectives favor light rail, regardless of environmental issues, topography, disruption and destruction to communities and neighborhoods, cost, delivery schedule, and availability of more appropriate high-capacity transit options. • DEIS Chapter 2, p. 1, mirrors language in ST3 Sec. 2, granting the ST Board authority to override voter approved choices when options become infeasible, unaffordable or impractical. Chapter 1.1 – Purpose • Regional growth centers PSRC has designated do not include West Seattle. This undercuts rationale for the WSBLE. • PSRC Manufacturing and industrial centers do not include the West Seattle Peninsula. The centers run along the Duwamish River shoreline between Harbor Island and SW Cloverdale Street-14th Ave. Bridge. The WSBLE will not serve them. • The West Seattle Junction is included in the Urban villages that the project intends to serve. But West Seattle covers 10 square miles. This project will serve one square mile of it. • Local and east-west connections within the Peninsula, and to and from the regional rail network are not addressed. Presently, the West Seattle extension is 73% over estimated budget ($3.2 billion vs. voter-approved $1.7 billion), and two years behind schedule (2032 vs. 2030). The DEIS fails to address cost overruns and delivery delays (see Chapter 2 above), or to present per-rider cost numbers for WSBLE. • Sound Transit predicts that 13,000+ passengers will ride the West Seattle Link daily by 2042 (25,000-27,000 total leaving and returning), but it does not specify peak vs. off-peak ridership, or AM versus PM ridership. (Estimated ridership for the Ballard line is 34,000.) • Simple arithmetic indicates that delivery of the West Seattle portion of WSBLE will cost $246,154 per rider the first day (sunk costs), $684 per rider the first year (assuming 4.68 million riders the first year (365 days, sunk costs plus $40 million /year O&M), and a slowly decreasing number thereafter. The DEIS fails to note that the cost of WSBLE will never be amortized, and large per-rider public subsidies will always be required. • Sound Transit has stated that it expects rider fares to cover 30% of operating costs. The DEIS offers no pertinent evaluation. As such, the DEIS presents an unaffordable and impractical WSBLE project. The DEIS states a purpose to preserve and promote a healthy environment and economy by minimizing	Martin Westerman

adverse impacts on the natural, built, and social environments through sustainable practices.

This purpose is violated in West Seattle: depending on alignment chosen, WSBLE plans would eliminate up to 626 housing units, displace up to 1000 residents, lose up to 77 businesses, affect 420-1000 employees, and erase up to three acres of forest and green spaces that help mitigate climate change and stabilize soils, possibly disturb Duwamish Superfund sediments; and cause 5-7 years of traffic congestion, pollution and escalating carbon footprint. The DEIS does not address these impacts, and does not account for the contribution of forest and green space land to carbon footprint mitigation.

The PSRC Growth Management Act requires adding more housing, but WSBLE station areas will permanently remove a minimum of six square blocks of land from housing potential within its West Seattle service areas. The likelihood of finding additional land for comparable replacement housing and businesses is slim.

The DEIS presents a revised West Seattle Metro bus service plan after light rail begins operating, that relies heavily on the Rapid Ride C & H lines. No additional bus service for the 10 square mile peninsula would be added to provide the peninsula's growing population with equal access to a light rail station on a 24/7 basis.

1.2.2
While ST and PSRC anticipate that designated development centers will continue to increase in residential and/or employment density over the next 30 years, ST has been continually reducing the anticipated ridership for the West Seattle rail spur of WSBLE. The DEIS gives no explanation.

The DEIS states, "The region's citizens and communities (transit-dependent, low-income, & communities of color) need long-term regional mobility and multi-modal connectivity (WA State GMA / RCW 36.70A.108)."

ST's light rail extension will not provide this service to these communities in West Seattle. ST appears to expect these citizens and communities to transfer at least twice to reach their destinations: once from a West Seattle conveyance to light rail, once from SODO rail to bus or rail, until the downtown tunnel is completed in 2037. This will not encourage light rail ridership.

The VISION 2050 goal is 65% of the region's population and 75% of the region's employment to occur in the regional growth centers and within walking distance of transit.
The DEIS does not specify or exclude any form of transit: bus, BRT, trolley, boat, or gondola.

The WSBLE Project is expected to reduce dependency on single-occupancy vehicles (SOV), slow growth in vehicle miles traveled, conserve energy, and reduce greenhouse gas emissions.
The DEIS fails to calculate carbon footprint related to years of construction and related traffic congestion, or lost worker, business and economic productivity. Calculating expected reduction in daily vehicle miles traveled does not address creating and mitigating carbon footprint (see 4.2.6.3 and Table 2-9, Appendix N below)

1.6.2 – Construction Activities: carbon footprint of machinery used for dewatering is not included in carbon footprint calculation.

Chapter 2: "carbon footprint" is not addressed in this Chapter.

Chapter 3 – Deals with closures of roads, streets and arterials: the words "carbon footprint" and "pollution" do not appear here.
This Chapter fails to address generated pollution (air, water, non-point) from traffic congestion of personal, transit, freight, municipal service and emergency vehicles; mitigation of air, non-point and other pollution; costs of productivity losses due to street closure and detour delays. (See 4.2.4.4: closures of major arterials and transit ways to enter the center of West Seattle (see App. N.1-4) including Fauntleroy Way partial closure by up to 1.5 years, 35th Ave by 3 years, and Delridge Way by 3 years).

Chapter 4: environment and environmental consequences: Not addressed: mitigation of air, water, non-point and other pollution; costs of productivity losses; carbon footprint and pollution.

4.2.6.3 – DEIS fails to explain how cutting 400 trips from the West Seattle bridge (see Table 2-9 of App. N) would contribute to savings of 117,000 miles per day in the region. Accounting for the one-third of WSBLE reduction attributable to West Seattle, ST's calculation indicates it may take between 42 to 168 years to offset carbon emissions related to West Seattle light rail construction.

The DEIS should include a carbon comparison between light rail and alternative HCT modes, of projected

reductions in vehicle miles traveled. Alternative modes would include BRT and HCT gondola. DEIS should take into account the projected earlier implementation date of HCT alternatives, and the associated emissions reductions against the State's 2030 emissions reduction goals.

Even if DEIS calculations were accurate, the 158,067-614,461 ton construction-related carbon estimate (Appendix L4.6D) is overly broad, and the regional, annual carbon reduction from vehicles (Table 4.2.6-2) is small (10,941 tons) once light rail connects downtown in 2037 (at the earliest).

4.2.11: Soil conditions along the whole alignment are unstable and/or challenging.
The northern slope above West Duwamish Waterway is unstable and may collapse during an earthquake. Many large trees which currently help stabilize the hillside, and provide an important buffer are proposed for removal, impacting hillside stability and the wetland buffer.
The Seattle Fault runs through the proposed path of the SODO to West Seattle alignment, from the Kitsap Peninsula through the West Seattle Junction, south Harbor Island, SODO and Beacon Hill. The proposed alignments, with a Duwamish bridge 140 feet tall, and viaducts up to 150 feet tall, pose a high earthquake risk in the fault area. This imperils train riders on the guideway, and all residential, commercial and green space properties underneath. Other risks include settling and other earth shifting over time.

The piers for the Light Rail bridge over the Duwamish River will be placed in soil conditions subject to critical liquefaction during an earthquake. As the bridge supported by the piers will be at least 140 feet above the river, this could result in significant shaking.

The DEIS fails to consider alternative Duwamish River crossing options, and cost differences between these and the bridge option. These alternatives would include non-rail, lighter-weight and more seismically stable transit options.

4.2.2.2: WSTC recommends No Build Alternative until key issues raised here are addressed.

4.2.1.3.2 – Duwamish Segment – affecting commercial or industrial properties (Port of Seattle-owned. some institutional, public and residential): costs of relocating, and closing and furloughing employees who will take WA State unemployment insurance is not calculated. Cost of rebuilding structures eliminated by pathway clearing is not addressed.

4.2.10.4 – Environmental impacts during construction
• ST should look beyond energy consumption in BTUs. ST made no comparison of light rail against any other HCT system, such as exclusive lane BRT and gondola, but the environmental impact of the proposed light rail line did not include an evaluation of climate-warming emissions within the lifecycle of building materials.
• A proper impact evaluation for a single mode or comparison of two modes should use tools such as the Embodied Carbon in Construction Calculator (EC3) and be conducted in close consultation with objective environmental science organizations such as the Carbon Leadership Forum (CLF)
• An Environmental Product Declaration (EPD – ISO 14025 Type III) that "quantifies environmental information on the life cycle of a product to enable comparisons between products fulfilling the same function"—should be completed for each option so that an objective comparison of the full environmental construction and operational footprint can take place.

DEIS does not, but should compare the social and environmental impacts of displacement and replacement of existing residential and commercial structures, particularly in low-income/BIPOC areas that have historically been redlined.

DEIS should include realistic renderings of the visual effect of 8-16 story light rail towers and concrete/steel elevated tracks vs. alternative HCT modes. The communities through which these systems will run should be able to envision what their skyline will look like with each option.

4.2.11.3.3 -- Pigeon Point slope is considered unstable: construction costs of retaining, drainage and shoring structures are not calculated, nor are dollar benefits and savings of leaving vegetated soils intact

Chapter 5: chapter deals with environment and environmental consequences, but the words "carbon footprint" and "damage" do not appear at all. The word "pollution" appears only in context of statements related to aspirations and legal elements.

5.4.6.1 – DEIS states that the project's elevated guideway would be visually compatible with the large arterials that it would be above or parallel.

No 150-tall structure will be visually compatible in West Seattle, and no large arterials exist west of

Delridge. Bridge and guideway structures will change visual landscape, impact land important to Duwamish people, and block views from Pigeon Point that Olmstead Legacy expected to keep unobstructed. Duwamish Greenbelt was also slated for eventual inclusion in the Seattle parks system.

5.4.7.1 Air quality
p.15: Sound Transit analysis found the ST3 system would reduce greenhouse gas emissions by more than 130,000 metric tons annually. DEIS includes no calculation of regional construction and traffic-related carbon footprint impacts, nor of WSBLE-specific impacts. Also, no calculation is offered of effect with alternative HCT options, that can be delivered earlier, with significantly lower construction GhG, and lower O&M GhG than light rail.

5.4.10.1 – P. 18 – "The WSBLE alternatives would generally have a low potential to adversely affect the viability of local wildlife populations because of the highly urbanized environment of the study area" (see Sections 4.2.9 and 4.3.9, Ecosystems).

Assumption is that, because urban ecosystem damage has already occurred, it is acceptable to create more ecosystem damage.

5.4.18.1 – Impacts during Operation – no mention of West Seattle bicycle route blockages and re-routing. Construction of pillars on the south side would significantly impact bicycle travel.

Chapter 6: Alternatives Evaluation – chapter deals with evaluating alternatives, but the words "carbon footprint," "damage" and "pollution" do not appear at all.

"Mitigation" listed in Tables assumes damage and pollution do occur, and need mitigation

6.1.1 Roadway congestion:
False equivalency between KC Metro (Metro) RapidRide C Line run between Westlake Station and the West Seattle Junction (Fauntleroy Way Southwest and Southwest Alaska Street – average 22 minutes during peak) and ST Junction WSBLE from Junction to SODO. The RR C goes downtown, Link will only reach SODO by 2032, requiring transfer to I.D. for points north and east until 2037-42 when downtown tunnel may be completed.

Time for WS Link to SODO + transfer is longer than RR C now into downtown, and will be equal to RR C in 2042. Also, RR C is a one-seat ride, WSBLE will be 2-3 seat ride. Rapid Ride C route travels >4 miles between Westwood and WS Junction, and qualifies as a link in regional transit, where WS light rail Link provides no comparable service

6.1.4 Equity issues:
Reasoning contradicts 6.1.1 statement about WS Rapid Ride C and other transit routes being slowed by increasing road traffic. DEIS authors know rail will not serve a majority of the region's communities of color, and other modes (bus, BRT, gondola (Kirkland, WA)) must provide the local connections.
Emphasis on point-to-point speed and efficiency appear encourage focusing solely on rail.
DEIS states that the majority of lower-income and people of color are moving away from Urban Village areas, where rail nodes will be built and housing is less affordable, to areas in the region where housing is more affordable and light rail will not serve. (Low wage workers are moving to affordable suburb housing, driving more to reach work that's further away: Report: Better Data Can Drive Equity in Suburban Transit)

The current ST3 stations (N. Delridge, Avalon, Alaska Junction) serve West Seattle neighborhoods in higher-income areas. ST3 includes funds to plan high-capacity transit to reach lower income and BIPOC neighborhoods like White Center, Westwood, and South Park in the future. DEIS fails to mention those needs and evaluate how proposed alignments may accomplish this. ST will require another voter measure to approve construction financing.

6.2.2.1.2 – Duwamish segment – Purple/Pigeon Ridge Tunnel and Andover-Yancy-Avalon routes avoid destruction of Youngstown neighborhood and homes.

6.5.1 – WS impacts: Displacement of water-dependent businesses on the Duwamish Waterway that could be difficult to relocate, require constructing new facilities, or cannot be relocated, and ripple effects on other maritime-related businesses (Preferred Alternative DUW-1a, Option DUW-1b, and Alternative DUW-2).

ST presents no calculation of dollar costs to businesses and the general economy during construction, nor costs to maritime industry of losing key suppliers, nor burdens on Spokane Street Bridge and Harbor Island businesses, on street traffic, SR 509 and First Ave. Bridge, nor likelihood of increased bridge openings and

	traffic delays due to vessel-related maritime businesses relocating south and calling for more frequent bridge openings, nor impact on Puget Sound Pilots. "These impacts would include temporary but long-term lane or roadway closures (contradictory statement), and noise and vibration." 6.6 – "…questions about the relationship of a long-term replacement bridge to the WSBLE Project. DEIS expects to squeeze three bridges (Spokane St., J. Williams and ST3) into the space between Harbor Island and north West Marginal Way. After 40-year expected lifespan of existing repaired J. Williams bridge (2062), Sound Transit (SDOT) will build a replacement bridge. WSBLE Project bridge is expected to be built in 2032. DEIS notes that SDOT and ST are coordinating on how far south the WSBLE bridge must be built. The further south ST builds its WSBLE bridge, the more disruptive and destructive to West Seattle businesses, residences, environment, economy and daily activities WSBLE will be.	

04/29/2022	I think the EIS does a great job outlining the options and offering residents a weighted choice for each plan and strategy. I think the best choice is a tunnel strategy to West Seattle, specifically WSJ-3a or WSJ-3b. Either option that supports a tunnel station under 41st or 42nd Avenue is a preferred way to go. An elevated option might be cheaper, but will be disruptive to residential and business areas. After all, SoundTransit found a budget and path forward to tunnel not only under downtown Seattle under Third Avenue and Pine Street, but also extending tunneling under Capitol Hill, Roanoke + Montlake, and on to the University District as well as through Beacon Hill. What makes West Seattle distinctive is a higher building and residential density in the built environment, and the street arterials are not very expansive like a boulevard to accommodate an elevated solution. Clearly, the elevated option might be less expensive for the budget, but does not account for vehicle and pedestrian traffic coupled with a high density built environment. So my vote: tunnel. But on second thought, perhaps save yourself the resources to link up West Seattle to SoundTransit light rail. We wouldn't want our peninsula to become increasingly more dense in population and become like Hong Kong. I'm all for transit, but West Seattle wasn't designed to scale and be home for more that 30% of the city's overall population.	Eric Gould
04/26/2022	Hi Leda, For the CID diagonal, 8 businesses will be displaced. What are their names? In DEIS Chapter 2, I see structures listed but don't know if they are in tunnels or not. Please tell me if the following are in CID 2a or CID 2b or Diagonal: Catenary poles The traction power substations Signal Bungalows Special Trackwork Hi-Rail Access and Maintenance Roads 2.1.1.3.7 Stormwater Facilities Stormwater facilities for the project would include flow-control and water quality treatment facilities as necessary. Stormwater vaults consist of concrete boxes sited below ground level, with access covers or grates at the surface. [Are access covers in the street or on the sidewalk?] Thanks, Betty	Betty Lau

04/01/2022	Dear Claudia Balducci, Hello, my name is Aurelia L. Ferguson. I am an eighth-grade student at Westside School in West Seattle. Throughout our course of study in Mandarin and Social Studies, we have learned about the rich history of the International District, the history of redlining in the City of Seattle, the Chinese Exclusion Act and Seattle Chinese Expulsion of 1886, the Japanese Internment, and the effects of the Covid-19 Pandemic on our Asian-American community members in the Seattle-Metro area. Most recently, we have spent some time with Betty Lau in the International District, learning about the history of Immigration Reform in the state of Washington. It is our understanding that the International District and, specifically, Chinatown, continues to experience destruction, gentrification, and Anti-Asian racism once again. Sound Transit cannot select the Fifth Avenue corridor as a future light rail route. If Fifth Avenue is selected, it will have a grave effect on our older Asian-American population in South Seattle and, specifically, the economy of Little Saigon, Chinatown, and Japantown. Road closures, re-routes, gas, water, electrical shut-offs, and noise pollution will severely affect the nearly 300 businesses already battered by the pandemic. As a multicultural student community that values equity and social justice, we cannot stand for a forced displacement of non-English speaking elderly, the acquisition and demolition of National Register Chinatown Historic properties, and the closure of schools, daycare, and elderly programs that serve thousands of Asian-American residents. The monetary and logistical expedience of big business and capitalism can not be prioritized over the rich history and vibrance of a historic bedrock of Asian-American culture in Washington State. We implore you, our local government representatives, to lobby to use Fourth Avenue, not Fifth Avenue, for the future Sound Transit Route. Equity, transparency, social justice, and inclusion are on the line. Do you want to be remembered for safeguarding Chinatown? Do you want to be recognized for inclusive city practices and policies? If so, protect Chinatown, Chinese Community History, and stop continued anti-Asian exclusion in the city of Seattle. Invaluable cultural heritage can not and should never be weighed on the same scale as economic or political interest. Sincerely, Aurelia L. Ferguson Westside School, Class of 2022	Aurelia Ferguson

04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Liz Sands

04/01/2022	Dear Claudia Balducci, Hello, my name is Bradley Yen. I am an eighth-grade student at Westside School in West Seattle. Throughout our course of study in Mandarin and Social Studies, we have learned about the rich history of the International District, the history of redlining in the City of Seattle, the Chinese Exclusion Act and Seattle Chinese Expulsion of 1886, the Japanese Internment, and the effects of the Covid-19 Pandemic on our Asian-American community members in the Seattle-Metro area. Most recently, we have spent some time with Betty Lau in the International District, learning about the history of Immigration Reform in the state of Washington. It is our understanding that the International District and, specifically, Chinatown, continues to experience destruction, gentrification, and Anti-Asian racism once again. Sound Transit cannot select the Fifth Avenue corridor as a future light rail route. If Fifth Avenue is selected, it will have a grave effect on our older Asian-American population in South Seattle and, specifically, the economy of Little Saigon, Chinatown, and Japantown. Road closures, re-routes, gas, water, electrical shut-offs, and noise pollution will severely affect the nearly 300 businesses already battered by the pandemic. As a multicultural student community that values equity and social justice, we cannot stand for a forced displacement of non-English speaking elderly, the acquisition and demolition of National Register Chinatown Historic properties, and the closure of schools, daycare, and elderly programs that serve thousands of Asian-American residents. The monetary and logistical expedience of big business and capitalism can not be prioritized over the rich history and vibrance of a historic bedrock of Asian-American culture in Washington State. We implore you, our local government representatives, to lobby to use Fourth Avenue, not Fifth Avenue, for the future Sound Transit Route. Equity, transparency, social justice, and inclusion are on the line. Do you want to be remembered for safeguarding Chinatown? Do you want to be recognized for inclusive city practices and policies? If so, protect Chinatown, Chinese Community History, and stop continued anti-Asian exclusion in the city of Seattle. Invaluable cultural heritage can not and should never be weighed on the same scale as economic or political interest. Sincerely, Bradley K. Yen Westside School, Class of 2022	Bradley Yen

04/01/2022	Dear Claudia Balducci, Hello, my name is Mia. I am an eighth-grade student at Westside School in West Seattle. Throughout our course of study in Mandarin and Social Studies, we have learned about the rich history of the International District, the history of redlining in the City of Seattle, the Chinese Exclusion Act and Seattle Chinese Expulsion of 1886, the Japanese Internment, and the effects of the Covid-19 Pandemic on our Asian-American community members in the Seattle-Metro area. Most recently, we have spent some time with Betty Lau in the International District, learning about the history of Immigration Reform in the state of Washington. It is our understanding that the International District and, specifically, Chinatown, continues to experience destruction, gentrification, and Anti-Asian racism once again. Sound Transit cannot select the Fifth Avenue corridor as a future light rail route. If Fifth Avenue is selected, it will have a grave effect on our older Asian-American population in South Seattle and, specifically, the economy of Little Saigon, Chinatown, and Japantown. Road closures, re-routes, gas, water, electrical shut-offs, and noise pollution will severely affect the nearly 300 businesses already battered by the pandemic. As a multicultural student community that values equity and social justice, we cannot stand for a forced displacement of non-English speaking elderly, the acquisition and demolition of National Register Chinatown Historic properties, and the closure of schools, daycare, and elderly programs that serve thousands of Asian-American residents. The monetary and logistical expedience of big business and capitalism can not be prioritized over the rich history and vibrance of a historic bedrock of Asian-American culture in Washington State. We implore you, our local government representatives, to lobby to use Fourth Avenue, not Fifth Avenue, for the future Sound Transit Route. Equity, transparency, social justice, and inclusion are on the line. Do you want to be remembered for safeguarding Chinatown? Do you want to be recognized for inclusive city practices and policies? If so, protect Chinatown, Chinese Community History, and stop continued anti-Asian exclusion in the city of Seattle. Invaluable cultural heritage can not and should never be weighed on the same scale as economic or political interest. Sincerely, Mia Staab Westside School, Class of 2022	Mia Staab

04/27/2022	Dear Folks, The owners of Blade Gallery, Inc. have reached out to their customers for help. I understand that their brick and mortar shop, address below, is in the currently planned path of the light rail extension. The company prepared the text of an email requesting that you consider a slightly altered route that would not force Blade Gallery, Epicurean Edge to move from their new location in SODO. A move for this small company would be an incredible hardship and prohibitively expensive for them. They would likely have to close their doors which would be a huge loss to many. I urge you to do all you can so that their shop can continue to operate at its current location. I am sure you have read their prepared email. I support their arguments. This is an excellent small company that has been contributing greatly to the art and craft of knifemaking in the Northwest. Knives are not only tools we all use but knife making, over the past 30 years or so, has become a craft and art form in which many of us have participated as a rewarding hobby, much like woodworking or metalworking. I regard Blade Gallery's Epicurean Edge as a source of learning and inspiration, not just or only a retail store. The term "gallery" is descriptive and appropriate. Their showroom displays knife art from around the world. Little known perhaps, they also sell jewelry, some by knife makers or partner teams. In 2003 we ordered, for our twentieth anniversary, two custom gold and damascus (folded steel) rings made by the Swedish team of Sara-Mi Liljeholm and Roger Bergh. Roger is one of the top makers of Scandinavian style art knives. He hand-forges the damascus. Sara-Mi is the jeweler. She forms the steel and gold into unique rings. Blade Gallery is an important outlet for Sara-Mi's jewelry in the USA. I have attached a couple of (quickly taken) photos of these rings. Blade Gallery's Epicurean Edge is located at 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you for your attention. John Christy BladeGallery Inc Customer: Home address: 9749 NE Sunny Hill Circle, Bainbridge Island WA 98110 Email:christyjh@gmail.com Phone: (360) 649-7138	John Christy

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Gautam Shah	Gautam Shah

04/28/2022	The ability to bike safely to light rail stations is critical. Like many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes. Regards, Joleen Borgerding 3778 NE 153rd St Lake Forest Park, WA 98155	Joleen Borgerding

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough considerations of many alternatives, throughout the environmental and community input processes. Regards, Zoe G 4025 Stone Way N Seattle, WA 98103	Zoe G

04/28/2022	Aside from this form email id like you to consider how Copenhagen does light rail and has bike specific carriages with convertible seats for bikes. It's a super bike friendly city that I frequent and the light rail and bus stops are designed with bicycles in mind to keep flow and cars off the road. Happy to send pics of the trains... Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Matthew Morio 1422 125th Ave SE Bellevue, WA 98005	Matthew Morio

04/28/2022	I'm a long-time Seattle bike riders and am excited to ride the light rail trains further as the system grows. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Polly Freeman 201 NW 60th St Seattle, WA 98107	Polly Freeman

04/28/2022	I've been cycle-commuting for over ten years and never drive my car on a trip that can be done via bicycle. I wholeheartedly endorse the prepared statement below. -Matt Robesch Seattle, WA Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Matt Robesch 6220 6th Ave NW Seattle, WA 98107	Matt Robesch

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. I currently ride from my home in Lake City to work on First Hill but getting to West Seattle from home I will likely do with help from light rail. Please expand my transit/bike network in a thoughtful way that integrates bikes. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Lindsey Beadle 2009 NE 130th St Seattle, WA 98125	Lindsey Beadle

04/26/2022	Dear Sound Transit Board, I am writing in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS), with a particular focus on the South Lake Union station. The Civic Hotel has been serving the community since 1962. Owned and operated by a local Seattle family, the hotel has continued to serve the community throughout the Covid-19 pandemic, as the owners temporarily converted the building into an emergency shelter in partnership with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped a number of people to transition into permanent housing (Colburn et al., 2020). This is the kind of business we want to have in our community. Acquiring and destroying this property would displace the livelihood of a family of color that both owns a business and lives in the city of Seattle. It would destroy one of the few remaining minority-owned family businesses in the neighborhood, and would permanently alter the fabric of the neighborhood. I request that the Civic Hotel not be acquired as part of building the South Lake Union station. Every effort should be made to preserve one of the few remaining minority-owned family businesses in South Lake Union. Please consider alternative locations for construction staging in order to maintain this valuable community resource. Sincerely, Deborah E. Klein, MD Seattle, WA kleinflm@comcast.net	Deborah Klein

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Anjani Vyas	Anjani Vyas

04/26/2022	Dear Madams/Sirs- I would like to offer some input on the Interbay/Ballard Light Rail expansion segments currently being discussed. Having spent much time in Seattle, a portion of it living in Ballard, I see the need for and support a light rail project. Although I do not currently reside in Seattle, I do spend time there regularly. I am strongly connected to the community as I am a graduate of Seattle Pacific University and the University of Washington, and have family-owned vacation property in the San Juan Islands. Having said that, I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. I understand that there is much to consider, but one in particular is of importance to me and, literally, the world wide music community. I am specifically speaking of the DUSTY STRINGS COMPANY located at 3450 16th Avenue West. Dusty Strings is a local family built, owned and operated company that has become a significant and world renowned builder of concert class harps. They have been committed to the local community for 43 years (even when shut down for Covid, the owner personally created and manufactured mask/shields for the health care workers at all of the local hospitals) by hiring local, skilled craftsmen and remaining in Seattle, unlike many other small manufacturers who have been driven out by rising costs fueled by tech driven businesses. Dusty Strings built a specially designed manufacturing facility just 20 years ago that would be astronomically expensive to rebuild locally, especially considering the current real estate costs and lack of site availability, and would severely disrupt their manufacturing processes for a significant period of time. The IBB-1b Alternative would be the route that would not force The Dusty Strings Company, as well as a number of other small, owner-occupied businesses, to either close their doors or do a costly relocation. It would save well over 100 jobs, many the jobs of dedicated local craftsmen with many years of expertise in instrument building. Alternatively, it appears that the “Pink Line” - according to your published map - would negatively impact far more businesses and their employees than the IBB-1b route. I strongly believe that the IBB-1b route would be a far better solution than decimating a number of small businesses and putting many businesses and, consequently, their employees’ livelihood in jeopardy. Thank you for your thoughtful consideration - Deette Bunn Harpist and Teacher Visiting Lecturer, Cornell University, retired Harp Instructor, Syracuse University, retired Harp Instructor, Lemoyne College, retired Harpist, Syracuse Symphony, retired	Deette Bunn

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04/26/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Rachel Schaeffer 917 13th Ave Seattle, WA 98122	Rachel Schaeffer

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04/26/2022	Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes.	Tomas Soeprono

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04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Finally, for all the Queen Anne residents working in SLU like myself, it is already congested and challenging getting past the Mercer traffic. Closing off yet another side street by which I am able to bypass the 5 onramp traffic will be a nightmare. Sincerely, Tanvi Patel	Tanvi Patel

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04/23/2022	Dear Sir or Madam, I am commenting on the Delridge section of the West Seattle Light Rail project DEIS. I support either of the Andover/Yancy/Avalon routes. I am an avid golfer. My husband and I plus my sister, Jo-Mei Chiang, are owners of condos which are located at Genesee and Avalon Way. We oppose any of the alternatives along Genesee that impact the West Seattle Golf Course. Furthermore, we strongly oppose tunnel alternatives, which are unacceptable due to the loss of over 3 acres of the golf course. which is Park property. Some of the reasons for supporting Andover/Yancy Avalon routes include: Estimated budget is the same or cheaper for Andover/Yancy/Avalon routes at $1.6 B or $1.5 B. (Any reasonable option at $100 million less cost should be preferred) 2) The business disruption is closely similar for both of these options 3) The private property disruption is less for both Yancy alternatives, from 607 for DEL1a down to 201 or 487 4) The Genesee routes likely violate Seattle City ordinance driven by a citizen initiative that park property cannot be used for purposes other than what it was intended for 7) The Parks Department supports the Andover/Yancy/Avalon alternatives 8) The West Seattle golf course has served the citizens of Seattle with excellent recreation, community fabric and vibrancy as a business for over 80 years. While respecting the need for light rail, the alternative routes that do not impact this unique use of parkland are preferred. Sincerely, Jo-Li and Dale Sellin 3221 SW Avalon Way, Apt 414 Seattle, WA 98126 Jo-Mei Chiang 3221 SW Avalon Way, Apt 111 Seattle, WA 98126	Jo-Li Sellin

04/27/2022	Hello Sound Transit Team, My name is Conrad and I have many questions and concerns regarding the WSBLE as outlined in the DEIS. Given that some of my concerns about the West Seattle portion have been mentioned in a co-signed letter with fellow community members here in West Seattle (please consider those comments part of my submission), the general inaccessibility of technical planning documents to the public, and that no person could reasonably be expected to respond to the content of all sections of the DEIS, my below questions and comments on the project will have to suffice for now. Section 4.3.1.8 mentions "some water dependent facilities may not be able to be relocated." It does not consider that non-water dependent arts and cultural facilities at Seattle Center would also likely not be able to be relocated, simply that they "could be difficult to relocate." Why are arts and cultural organizations and spaces that are reliant upon being located at the hub that is Seattle Center not considered facilities that may not be able to be relocated? Even if their respective properties are not acquired for construction, it is unreasonable to assume they could all survive the construction period. 2) Section 4.3.2.2 describes the No Build alternative as "slowing the rate of denser development in Seattle." Portions of neighborhoods that would be demolished by construction are already dense (Uptown, etc), and their continued densification would be stymied by construction. Given those conditions, why is No Build considered to slow the rate of density in Seattle? 3) Page 4.3.17-11 describes impacts to Kinnear Park as "at a distance from park amenities;" that the project "would not affect...user experience;" and that "the tunnel portal would remove trees and vegetation from an undeveloped area of the park." Why are the presence of trees and vegetation not themselves considered park amenities? Why is that user experience of enjoying the green space as it exists today considered unaffected? The same holds for alternatives DEL-1a and DEL-1b that would remove vegetation from Longfellow Creek as described in 4.2.5. 4) Section 6.1.3 describes the need for high-capacity transit. Why is light rail the only high-capacity transit mode considered in the DEIS, despite being massively over budget? Additionally, sections 6.1.4 and 6.1.5 describe the need for a multi-modal system. Why is light rail the only mode considered for the WSBLE portion of ST3 when a multi-modal system is desired? 5) Section 6.1.4 considers "multi-modal connectivity" with an equity lens. Why is the project described as creating "greater transit connectivity for transit-dependent populations" without considering the displacement of existing transit-dependent households from project construction? Why is the project described as something that would unequivocally "reduce the transportation cost burden on disadvantaged populations" without considering the cost paid by those populations in current and existing taxes to Sound Transit? 6) Section 6.2.1 claims "the increase in vehicle miles traveled would also result in higher greenhouse gas emissions in comparison to the Build Alternatives." Why is it assumed that, without additional light rail lines, people will drive a vehicle to get around rather than utilize public transportation modes that already exist within the project area? Even more importantly, why is it assumed that vehicle miles traveled would create greenhouse gas emissions higher than those involved in light rail construction? Other than tables like 4.2.6-1, whose numbers I could not verify, where is the evidence to back up that assertion? Chapter 4.2.10 says “the FTA Greenhouse Gas Emissions Estimator was not used;" why wasn't it? 7) In Section 6.6 - Funding, why is a change in high-capacity transit mode not considered as an option to	Conrad Cipoletti

reduce the affordability gap? In Section 6.6 - Displacement of Public Facilities, why is building the project assumed as superior to maintaining the current locations of two large post offices and the Ryerson Bus Base? Project benefits are mentioned throughout the DEIS, but benefits are not mentioned in specific relation to existing public facilities.

8) Section 5.2 states that "when possible, Sound Transit would preserve existing vegetation." Why are additional high-capacity transit modes such as aerial gondola not considered when every light rail alternative involves destruction of green space throughout the project corridor?

9) Table ES-6 describes construction impacts downtown. First, why does the table not estimate the loss in productivity that would result in such closures? Additionally, why is the potential discouragement of transit ridership that could come with years of bus reroutes in the transit core and new limits on streetcar use not considered a negative impact to both productivity and greenhouse gas emissions? Also, Sound Transit cancelled a planned deep First Hill station in 2005. What has changed since that time which makes a deep tunnel adjacent to First Hill viable? Finally, why was the unreasonable platform depth of the new proposed downtown stations not included in table ES-6 and instead included on a subsequent blog post?

10) Section 3.19.4.5 - Safety does not describe safety risks for construction workers associated with working deep beneath ground level. Why is their safety not considered in that section? A worker died during construction of a below-ground system in Beacon Hill.

11) For Figure 4.2.5-5 on page 4.2.5-13, why is the height of the elevated guideways along Genesee as rendered in DEL-1a, DEL-1b, and DEL-3 considered potentially appropriate or at all viable? Figure 2-28 mentions a guideway of 150 feet; does the consideration of such a massive structure not necessitate exploring a change of high-capacity transit mode that can better handle hills?

12) The footnote on page 3 of the Executive Summary states that the "Puget Sound Regional Council acknowledges that the current pandemic may have effects on the economy that could alter long-range forecasts. Puget Sound Regional Council's next regional forecast is expected no earlier than 2023. For the purposes of this Draft Environmental Impact Statement, Puget Sound Regional Council's current forecasts are applied to the analysis." Why not wait until the next regional forecast is available as soon as next year to make more accurate ridership projections? Additionally, tables such as 3-6 evaluate "Peak Hour" traffic. Given the above footnote acknowledging that peak no longer exists in the same way, why base projections on "Peak Hour" numbers?

13) The Frye Commerce Center located at 2414 SW Andover St (Sound Transit ROW WS2470) would be demolished under all alternatives as outlined in Appendix L4.1-14. Profits from the Frye Commerce Center fund free admission to the Frye Art Museum on First Hill. Why are the important equity benefits that come with free access to art for marginalized populations not included in the DEIS? If Sound Transit were to demolish the Frye Commerce Center, would the agency be willing to fund the cost of free admission to the Frye Art Museum to maintain equitable access?

14) Table L4.1-6 identifies property in the Chinatown-International District that may be demolished to make way for any of the four Ballard Link Extension alternatives. How is it equitable to consider demolishing small businesses and community spaces in a marginalized neighborhood?

15) Figure ES-2 provides diagrams of how the light rail would connect to West Seattle, passing over Sodo and Harbor Island. Why was only a diagram provided for that portion, and not a visualization, as was done for everything west of Harbor Island? What would this part of the line look like?

Please acknowledge receipt of my comments. I eagerly await your review and response.

Thank you,
Conrad Cipoletti

04/27/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Andre Stackhouse captainstack@gmail.com	Andre Stackhouse

	583 Battery St Seattle, Washington 98121	

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Bill Weise	Bill Weise

General Manager

Silver Cloud Hotel – Seattle Stadium

206-204-2070 direct line

206-204-2080 fax line

206-204-9800 Hotel Main Line

billw@silvercloud.com

www.silvercloud.com/stadium

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Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N.

	This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Bill Weise General Manager Silver Cloud Hotel – Seattle Stadium 206-204-2070 direct line 206-204-2080 fax line 206-204-9800 Hotel Main Line billw@silvercloud.com www.silvercloud.com/stadium	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Joshua Campbell josh@p4a.net	Joshua Campbell

	3250 47th Ave SW Seattle, Washington 98116	
04/28/2022	Please do not take the 5th ave option. It will have a enormous impact on 3 neighborhoods. Moreover, Chinatown has had a long history of being pushed out when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. I respectfully ask that you take the other option and do not destroy the history of this essential neighborhood in Chinatown. Sincerely, Kelvin Sezto	Kelvin Sezto

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Roy Pollock roypollock@yahoo.com	Roy Pollock

	7530 30th Ave NW Seattle, Washington 98117	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Bridget Mcinerney bridgemcinerney@gmail.com	Bridget Mcinerney

	3250 47th Ave Seattle , Washington 98116	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Khanjan Soni	Khanjan Soni

04/28/2022	Manager DEIS Comments, Add White Center and Burien to 2032! Chris Bragg cbragg9@yahoo.com 9030 18th Ave SW Seattle, Washington 98106	Chris Bragg
04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW).	Jeff Rosenblum

	(3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jeff Rosenblum jvideo007@gmail.com 1728 summit Ave Seattle, Washington 98122	
04/28/2022	I'm glad to see the expansion of the CID station! As you consider the various options, I urge you to heavily consider the expansion on 4th Ave S. instead of 5th Ave S., which would severely impact the lives of PEOPLE, business owners and those who frequent the CID. Historically, Chinatowns around the country have been areas where voices and opinions of the people have been routinely squashed in order to serve the greater majority. I urge you to be considerate of a segment of the population that has had ENOUGH! I also request that as you present information to the public, please refrain from painting the 5th Ave options as the most ideal. These options are not ideal for our community. As you expand this rail system in service to the people, please remember the backs upon which the original railway system in this country was built. Respectfully, Bao Ng Resident of South Seattle - 98108	Bao Ng

04/28/2022	Manager DEIS Comments, My name is Andrew - a transportation engineer from Seattle, working in South King County, living in North King County. I depend on Seattle's public transit and use it every week, although often work remotely. I would like to share my comments to submit to Sound Transit's Draft Environmental Statement My experience and comments not only from from my professional experience as a transportation engineer, but I have also lived in Japan and France for several years without a car, where public transportation is extremely convenient, very low effort to use, and easy to navigate for an English-speaker. There are no excuses for Seattle - we should be modeling our system by foreign examples who have been solving problems for over two centuries... since before Seattle was founded. When I use Seattle's light rail, I've noticed some very alarming issues that seem easily avoidable by simply traveling to Europe and Asia with open eyes. Of course, it would be better to professionally consult with European and Asian transportation systems. It's so disappointing that Sound Transit has so many problems with its current system despite it being such an old technology already near-perfected by parts of Europe and Asia. Firstly, here are my comments about the current system, and I continue below with my comments about the Ballard-West Seattle Link Extension. -Deep stations are inconvenience and miserable for access, making every journey less than ideal; They should only be used for low ridership stations. -Stations without numbers are terrible for non-English speakers... the cute logos of animals and ships are only art, not helpful tools. Remove them and upgrade Sound Transit a professional transit system to serve the riders, not just tourists. -Quiet stations are uncomfortable and make for unpleasantness; Urban and rural stations need artificial sounds - Japan uses pleasant bird sounds and soft bell chimes that occasionally cut the silence. -Empty stations are unpleasant; Fill the urban stations with convenience stores, eateries, and other location opportunities for business owners. -Gate turnstiles! When I first rode light rail in 2009, I shook my head at the lack of gates or turnstiles. I wondered how long that would last before Sound Transit understands why nearly all metro systems use turnstiles. And now I see in the news that people aren't paying their fares. Now do you get it? -Low floor cars are for streetcars. I look forward to when Sound Transit promotes its giant regional streetcar system (link light rail) to a heavy rail system to take seriously, with standard high-floor train cards for higher speeds and capacity. Regarding my comments to the Ballard-West Seattle Link Extension, it must put riders and increased ridership first. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible.	Andrew Stephenson

	In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Andrew Stephenson amstephenson93@gmail.com 8028 NE 147th Lane Kenmore, Washington 98028	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jeremy Swirsley jeremy.swirsley@gmail.com	Jeremy Swirsley

	619 NW 78th St Seattle, Washington 98117	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Matthew Maciejewski mattmaci11@gmail.com	Matthew Maciejewski

	5228 25th Ave SW Seattle, Washington 98106	

04/28/2022	Manager DEIS Comments, In short: please listen to Seattle Subway's advocacy. Prioritize long-term system excellence in station/transfer/routing design. These tracks aren't going anywhere anytime soon so get it right the first time. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who live and work near the Seattle Core. I will use the system less if you make transfers expensive. It's also impossible to believe that SoundTransit will maintain deep stations' elevators/escalators to acceptable standards based on past performance. If deep stations are an absolute must (which they aren't), ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Claire Taylor

	Thank you for your review of these comments. Claire Taylor yaesnae@gmail.com 2348 28th Avenue South, Apt 322 Seattle, Washington 98144	
04/28/2022	Please do not consider the 5th Ave alignments for the CID station, these options would be detrimental to a neighborhood that has already been chipped away at and these would create permanent impacts to the community and businesses. The Jackson Ave alignment is the best option given the limited space available in this neighborhood. Kristy Fry Transit rider and CID supporter	Kristy Fry

04/28/2022	Dear Seattle SoundTransit Leadership and Seattle Elected Officials, I am writing as a concerned Seattle citizen and active community member of the Historic Chinatown/International District (CID) in regards to the Sound Transit Hub in our beloved CID area which will adversely impact the CID historic significance, businesses and community members. The trauma sustained by the CID residents, businesses and communities over the years and most recently with COVID and hate crime attacks has been painful. We urge you to consider our plea to keep the CID a protected and valued cultural and historic community. The CID is in a designated Historic District. One of eight in the City. It is a collection of early 20th-century commercial and hotel buildings that serves as the center of Seattle's diverse Asian American community. The District was established by the City of Seattle through an ordinance in 1973 to preserve the District's unique Asian American character and to encourage rehabilitation of areas for housing and pedestrian-oriented businesses. The Seattle Chinatown National Register Historic District is located within the International Special Review District. Its listing on the National Register testifies to the important contributions of the Chinatown/International District area on a national level. How is it possible for Sound Transit to propose a large Transit Hub project in a designated Historic Seattle landmark district All of the Sound Transit options for the Transit Hub in the Draft Environmental Impact Statement will adversely affect and encroach into a City of Seattle designated Historic District, Chinatown/International District. This neighborhood is an important cultural asset to our city and region and must be preserved and protected. Please consider other locations and options farther south away from the CID that do not impact this important historic landmark district. All the 5th Ave options are unacceptable and would devastate the CID. Although the 4thAve options will seriously impact the CID, this would be preferable over the destructive 5th Ave proposals. We have faith in your leadership and wisdom to do the right thing for our community. Your actions and decisions impact our future generations - maintaining a preserved historic district where generations of immigrants and communities existed, stories of their ancestors will be visible in the buildings, historic family associations, mom and pop shops. The balance of historic and modernization/growth is essential for our community. Thank you for your consideration and support. Linda Ando Seattle Resident and CID Community Member	Linda Ando

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Charlie Hamilton cjhamilton97@gmail.com	Charlie Hamilton

	2040 NW 59th Street, Apt 5 Seattle, Washington 98107	

04/28/2022	Hello. Light Rail is a 100-year investment in the infrastructure of our communities. Please keep that in mind in your decision making and not think in the short term. Realistically, we have only one time to get this right. There must be a tunnel under the Ship Canal. 14th Ave NW portal is better than no tunnel but I ask you consider 17th Ave NW, 20th Ave NW, or 22nd Ave NW. Do not impact Fishermen's Terminal as the marine business is an important source of revenue and employment along with providing a needed source of "blue collar" jobs. A station on 17th Ave NW, 20th Ave NW, or 22nd Ave NW makes more sense because it provides direct access to a hospital, other medical services, and restaurants. It will also provide better access for the existing multi-family developments. Instead of crisscrossing Elliott from Mercer Place W to W Galer St please consider tunneling. The traffic impact, noise, and disruption of Kinnear Park and the view corridor along with the business & residential loss is not worth it. The Smith Cove station should be located at W Galer Street on the west side of the street. This will facilitate access to both Expedia and the Port's Terminal 91 cruise traffic. Transit pick up and drop off should be on the west side of Elliott. Look closer at tunneling from W Galer St to 17th Ave W and locate a station there on the north side of W Dravus St for a functional access location for Magnolia and Queen Anne. This station should be the portal to the Ship Canal tunnel. Transit should have drop off & pickup on the north side of Dravus. Two stations are needed in the Mercer to Interbay corridor. Cost savings can be obtained by considering the size for the stations, entry plazas, and mezzanines. For light rail to succeed it needs to be accessible and take us where we want to go. Transit circulation though Queen Anne & Magnolia with schedules that coordinate with light rail schedules is a must. Thank you. Don Harper (206) 281-9018	Don Harper

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Melissa Riesland 305 NW 49th St Seattle, WA 98107	Melissa Riesland

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04/28/2022	Dear Seattle City Council and Sound Transit Board, I write to urge the adoption of one of the 4th Ave (shallow or deep) alternatives for the light rail expansion. The projected costs do not adequately reflect the severe, long-term impacts on the viability of Chinatown-ID, already struggling due to increased rates of anti-Asian bias, a collateral effect of the Covid-19 pandemic. Do the right thing, and find a solution via 4th Ave, and do not proceed with plans for 5th Ave! Thank you, J. P. Kang	JP Kang
04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Alison Grevstad	Alison Grevstad

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Donna Sakson 1175 Broadway E Seattle, WA 98102	Donna Sakson

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04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Sanjay Shirude	Sanjay Shirude

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04/28/2022	Dear Sound Transit Board, I'm writing in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It's the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Laura Oxford	Laura Oxford

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Eric Nunn 4307 Linden Ave N Seattle, WA 98103	Eric Nunn

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04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Zachary Brown Home address: 3203 35th Ave S Email: zac@zacbrown.org Phone: 206-486-5875	Zachary Brown

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04/28/2022	To whom it may concern, The Seattle Chinese-International District is home to so much culture, small businesses and is an important part of life for Seattle's immigrant population. Planting Lightrail stops through the CID will uproot so many small businesses and lives that have made a home in this area. There are other possible locations for the Lightrail to be built. The community is calling for this project to stop. Sincerely, Sonya Sheptunov	Sonya Sheptunov

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04/28/2022	I'd like to say an opinion about the new project for sound transit. I started working one of the business in International district, through my job I meet people who knows the history here and their deep feeling in this neighborhood. This area has full of histories, memories and all the remained building that tells directly to people who lives here visit here. I really want to save all of pieces that is important for keeping this area meaningful. Satomi Mitsutomi	Satomi Mitsutomi

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, David Hamm 8038 30th Ave NW Seattle, WA 98117	David Hamm
04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 already disenfranchised neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. Sincerely, Amy Kang	Amy Kang

04/28/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Samwise Rowe 1401 E Howell St Seattle, WA 98122	Samwise Rowe

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). Last fall, they moved from Kirkland, WA to Seattle. . I have recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that cannot be found anywhere else. We have been patrons of theirs for years. There is no other business in the world that has everything that they provide. Please help support a path for Light Rail that does not displace BladeGallery's Epicurean Edge. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chefâ€™s knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. Iâ€™m looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down â€“ resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Sarah Williams 21410 NE 151st Street Woodinville, WA 98077 sarahwilliams.1@juno.com 425-788-6843	Sarah Williams
04/28/2022	I am writing to all of you because of a major project that Sound Transit is planning that will harm the Seattle Chinatown International District. Construction on 5th Avenue in Chinatown to Japantown means: · Full closure of King Street, S. Weller and 5th Avenue for several years · Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th · Gas, water, electrical shut offs to businesses, nonprofits and residents · Traffic detours throughout Chinatown, Japantown, Little Saigon · Daily dump trucks, cement trucks, cranes, supply trucks, delivery vehicles · Construction workers taking parking from businesses · Increased noise & air pollution, dust, dirt, vibrations · Taking property from owners of color for demolition and resale after construction · Endangering lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours · Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks in addition to prior loss of 3 blocks for Transit Tunnel Severe disruptions to:	Eva Chuc

· 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence

· 30 immigrant businesses permanently closed or forced to move

· Schools, daycares, programs serving thousands of children and youth

· Programs, classes, recreation for 1,200 elderly non-English speakers

I immigrated to Seattle with my mother and father in the late 90s, and Chinatown was the one place where we felt comfortable being ourselves and we felt a sense of belonging seeing others who looked like us and shared similar cultures. I have seen the many changes over the years, specifically to Chinatown whether it was businesses closing and new ones opening up or new complexes being built, buildings that have burned down, and new ones being built in their place that do nothing for the people who live in the community. I am heartbroken that while the city wants to continue to build more transportation access, it is harming the community that was there many many years before the light rail was built, and now another station is potentially being built. I am asking you to consider moving this project to 4th because of how it will affect the members of Chinatown, the businesses, the people, and especially the elderly who call this place home.

Sincerely,

Eva Chuc

04/27/2022	Hi I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel for the past 2 years has been a participant in providing shelter to combat the " emergency " the city and State have declared to house the un-sheltered . And now you seek to take away this business to help you stage your construction . I assume you will compensate the family for the use , but you will take away the asset that they had nurtured for their future . Yes, some folks do have plans and the hard work of creating that legacy will be lost to your need to stage . Alas I say find your piece elsewhere . I know you want to ask me how you can stage , and not that I should have an answer for you , but I do suggest you approach Vulcan, or Gates and they have enough property if not the seattle center. Earn your keep and find an alternative. Leave the Civic hotel alone, leave them to help shelter the unhoused and DO not take away their livelihood. There are plenty places that you can site your good station , do not prey on the small . There are plenty of big fish with mire valuable property you can use your imminent domain on . With respect, Amit Shah 253.480.2803 USA	Amit Shah

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Sophia Miyazaki	Sophia Miyazaki

04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Mary & John Hoverson Sent from my iPad	John Hoverson

04/27/2022	To Sound Transit, I am against both of your proposals and variations you suggest for the ID sound transit station. My comments First you say there are two major options with variations. Some ID community people have described the choices as between bad and bad. This is the usual ploy used by city planners -to say there are ONLY two choices. Limiting choice controls the narrative for the community. The planners don't want authentic community engagement but instead just want what is cheap and fast. Nevertheless, there are other choices that are not cheap and fast that should be put on the table: For example, use the existing Union Station for the light rail, if it will not work demolish it and rebuild it brick by brick on top of the new structure so in the end it looks the same. Or just demolish it. It must be a historic landmark but the ID is supposed to be a protected area and is ruled by some advisory committee. I think it is the CID so what is the difference? 2. OR use the north parking lot of Lumen field and build a station there and on top of the station make a 10 story parking garage so that in the end Lumen field gets a parking garage. Connections can be made from Lumen field to Union Station and use Union station since it already exists. 3. OR use land in the SODO area where it is industrial and doesn't impact an existing community 4. OR use the old immigration Building and tear it down or retain the facade if it is historic.. To say there are two options with variations is ridiculous. Where are the Peter Steinbruek's of Seattle now and why haven't planners and architects been instilled with the same sense of preservation that saved the Pike Place Market to make it world renown? Instead it is the same old "make it cheap and make it fast" mantra with two options. It was that same limited thinking that laid light rails tracks in the bus tunnels that did not fit any operating system and the same thinking that got "Big Bertha" stuck in the tunnel for months or was it years? Make it cheap and make it fast, should be replaced by clear thinking and concern for the community impacted. Finally I would say that this project fits the Boeing approach where one lead person said, "We never have time to plan it right, but when it goes bad we always have time to do it over again. I urge the planners to listen to the ID community and look for creative solutions that do no harm to the ID. Make it right, not cheap! Sincerely, Larry Matsuda, PhD	Larry Matsuda
04/27/2022	Please do not move forward nor approve construction of the proposed transit stations within the CID. The reasons are apparent. Take accountability for what you are planning to enact and the negative impact it will have on business and community. The CID is one of the only cultural hubs left within the city and to callously disregard how disastrous of a toll this would have on the community, residents and businesses is a blatant sign of disrespect and racism. Such proposals are never made for predominantly white neighborhoods and if this city is as progressive as it claims it needs to stand by its vows to its citizens and do better. Do not move forward with the construction of this transit proposal and the destruction of this crucial community. Best,	Janu Sung

04/27/2022	Dear Council members and Sound Transit, I am a customer at BladeGallery's Epicurean Edge. This last fall, they moved from Kirkland, WA to Seattle. I'm excited for them to have a new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980	Kristen Steffen
04/27/2022	To Sound Transit, I am concerned about the negative impacts on the CID if Sound Transit and partners choose to build the new station on 5th Street in the CID. I urge you to prioritize the concerns and feedback this important community(ies) have shared regarding the impacts of a 5th Ave/CID site. I value your work and vision for a better connected, high quality public transit for our region. And I value the historic and present day contributions of the CID community. Please choose the site that negatively impacts this community the least; listening to the community is the best way to determine what that is, as they are the experts on themselves and their needs. Thank you for your consideration. Jennifer Hydrick 703 30th Ave Apt D Seattle, WA 98122 206-306-6547	Jennifer Hydrick

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. Request: Advance the Harrison Street station by exploring alternative locations that don't displace minority owned local businesses. Sincerely, Jamila Johnson	Jamila Johnson

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Shilpa Desai, Queen Anne resident	Shilpa Desai

04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Alan Croft	Alan Croft
04/27/2022	This comment is in support of the following alternatives: DT-2 SIB-3 IBB-2b Regarding the proposed routes for the Ballard extension, tunneling should be used as much as possible. The proposed elevated tracks will detract from or outright block the mountain and water views which surround us in Seattle. The SIB-3 proposed alternate route has the least impact on residences & businesses in the area. This route should be the top consideration for the ST board. Sincerely Matthew Felton.	Matthew Felton

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Regards, Jennifer Fournier BladeGallery Inc Customer: Home address: 10432 NE 47th Pl, Kirkland, WA 98033 Email: jfbelltown@yahoo.com Phone: 206-713-9545	Jennifer Fournier

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Leo Tanlu PO Box 212427 Chula Vista, CA 91921 Sent from my iPhone	Leo Tanlu

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04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Samu Nariya	Samu Nairya

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04/27/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. This is an imperative for the climate, and it will also make our city much more livable. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Robin Briggs	Robin Briggs

	rbriggs1201@gmail.com 1201 18th Ave E. Seattle, Washington 98112	

04/27/2022	Magnolia Area Light Rail EIS Comments Sound Transit: Please minimize construction time and disruption to traffic on 15th Ave W and other existing roadway corridors during the construction period (which has gone on for many years at other ST3 stations) . 2) We need stations that are easily accessible to neighborhood residents. This means that there should be easy access by neighborhood buses and with adequate drop-off points for cars. There should also be consideration of bicycle storage facilities. There should be ample ramps for people with disabilities. Bus schedules should be coordinated with light rail schedules to the extent possible. 3) Plans during construction, and once the stations go into service, should minimize people having to cross major roads at street level. 4) There should be two ST3 stations as originally planned: One near Dravus Street and the other near the current Magnolia Bridge. My understanding is this corresponds to the planned "Interbay" station and the planned "Smith Cove" station. Thank you, Fred Rapaport Magnolia Resident	Fred Rapaport

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Isaac christian 12720 NE 120th st #I8 Kirkland, WA 98034 Isaac.christian@gmail.com 808-937-4874	Isaac Christian

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04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Nancy Conley 5003 51st Ave S Seattle, WA 98118	Nancy Conley

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04/25/2022	Greetings – I have been a Seattle resident for two decades, and a regular user of public transportation during that period. Since moving to Seattle, I have voted in favor of every transportation related levy and measure that has appeared on my ballot, except of course I-83 to kill the monorail. I wish we had gone forward with that construction, but unfortunately the window went past. Really construction should have begun in 2002 or 2003 in order to pencil out sensibly. For the most part, though, I have been satisfied and pleased with the progress Sound Transit has made in modernizing the public transit options in and around Seattle. The preceding notwithstanding, I am very concerned with the proposed light rail extension to West Seattle as described in the Draft EIS dated January 28, 2022. A small sampling of the many issues: ES 3.1.1.2 (& Similar): "Treaty-protected fishing rights and access to Usual and Accustomed Areas of the Muckleshoot Indian Tribe may be… permanently affected by placement of guideway columns in the water. Some bridge types could also impact treaty-protected fishing rights and access to the Usual and Accustomed Areas of the Suquamish Tribe." Besides being an equity issue, this makes it sound as if the proposal is potentially in violation of treaty agreements, and potentially a future source of project disruption. Have the tribes agreed to forgo any challenges to this project? What happens to the project if they sue after the DEIS is accepted? Similarly: "Alternative DUW-2 would reduce the horizontal and vertical clearance of the United States Army Corps of Engineers-maintained navigation channel in the East Duwamish Waterway, just north of the existing Spokane Street Bridge restriction." Is there any written indication from the Army Corps that this modification will be acceptable? Please reference. ES 5.1, Significant and Unavoidable impacts. It doesn't seem like it will be possible to construct any of the West Seattle light rail alternatives without significant displacement of what is currently somewhat affordable housing. This section should be updated to indicate minimum housing units at various affordability levels that will be eliminated by the major alternatives. Please provide recent studies that explain how lost housing can be replaced. West Seattle housing inventory and real estate is incredibly tight. ES3 – general: The West Seattle alternatives that are presented are not varied or creative enough. Best practice in EIS creation includes consideration of options that are truly distinct from each other. Why are non-light rail solutions such as substantially building out BRT or a modern cable car system not included? The latter, in particular, has massive advantages over light rail in constructability, housing impacts, cost and timeline. How can this document be modified to demonstrate that the cable car proposal has received the consideration it deserves? AppN, Table 2-9 indicates that the West Seattle build options will reduce daily traffic by 400 vehicles EB and 700 vehicles WB. The 300 vehicle difference must reflect vehicles that are detouring away from the bridge for their return to West Seattle, is that correct? 4.2.6.3 indicates that the build option will save 117,000 vehicle miles per day. If an average trip is a generous 30 miles round trip (roughly California Junction to Bellevue) that corresponds to ~4000 trips. With the previous comment in mind, this means that the build option must be saving 3500 trips that were not taking the bridge anyway. Where are those trips originating? Why are we building so purposefully along the bridge route if that's not where the riders are coming from? Please clarify how you arrived at a savings of 117,000 vehicle miles and how the proposed alignments best serve those commuters. Why not build light rail directly to them and connect the California Junction and points north by means of increased busses or cable car? On numerous issues, it doesn't seem like the light rail options end up being better than doing nothing at all. It is probably clear from my comments above that at this point I am convinced that the Cable Car proposal is a far better option from a constructability, cost, timeline and environmental impact perspective. I am willing to hear why that might not all be true, but so far, Sound Transit hasn't provided any meaningful public commentary on the gondola proposal. Fortunately, the construction timeline is so much shorter for the cable car that it can be studied for a year and STILL be constructed before the light rail proposals. At this point, I am strongly in favor of the "No Build" option for the West Seattle link, followed closely by a deep and honest evaluation of the cable car. Thank you,	Adam Price

	Adam Price 98108	

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04/28/2022	Dear Sound Transit Board, I am writing today in response to the West SEattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake union station Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. WHich has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few remaining buildings that is still family owned and operated and foever changing the frabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local business should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Kevin Cruz	Kevin Cruz

04/28/2022	From: Richard Ellison, 8003 28th Ave NE, Seattle, WA 98115 climbwall@msn.com I request and extension to the comment period so others and myself can do a more thorough analysis. I have only found out about this deadline today. I am greatly disturbed by the difficulty to find an accurate assessment of the number of trees to be lost in the building of any action alternatives. Vague phrases as that trees will be removed and there will be visual impacts are not sufficient. "The project would remove trees and vegetation as necessary, which would make a visible change. Where possible and consistent with light rail operation and maintenance needs, the removed trees and vegetation would be replaced. Section 4.2.5 discusses potential visual impacts and mitigation. " How many exceptional or significant trees will be removed for each alternative. The analysis looks at small areas, gives vague statements, claims mitigations will be done without any details given, and assumes there will be therefore no impact. All alternatives would require removal of or disturbance to street trees. Several alternatives would also require removal of native trees and other existing vegetation within habitat biodiversity areas. During construction, removing street trees with trunks larger than 6 inches in diameter or any trees in critical areas would require coordination with the City of Seattle. Some of these trees could be removed entirely; others would be replaced with the same or similar trees. Construction of Alternatives SIB-2 and SIB-3 would require removing trees and other vegetation in the Queen Anne Greenbelt, and wildlife would be disturbed by construction noise. These effects on wildlife are expected to be minimal, as wildlife in the greenbelt is already habituated to noise and migration barriers are already present. The slope drains installed in the hillside could disturb vegetation and soil along the toe of the slope, where they would initially be only 5 to 10 feet underground. Alternative SIB-3 would have permanent impacts along the western edge of the greenbelt, where it would be in a retained cut for the Smith Cove Station. The guideway transitions from elevated to at-grade in this vicinity. This alternative would remove trees along much of the western edge of the greenbelt north of the Smith Cove Station. This piece meal approach is problematic without	Richard Ellison
04/28/2022	To whom it may concern, My name is Eve Scarborough and I am writing to ask that you do NOT build the Link Light Rail stop in the C-iD neighborhood. While I understand that this stop is intended to connect the Ballard and West Seattle neighborhoods to the Light Rail Sound Transit System, it will affect up to 19 small business located in the C-iD. I am currently writing this note from Oakland, California, where I am attending my last semester at Mills College. I am defending my thesis next week. That being said it is imperative that this stop is not built and that the Light Rail finds an alternative route. Jackson Street, where Sound Transit intends to build, is part of a larger network of businesses frequented by Asian-American elders and newer generations of immigrant families. These businesses and community members are important frameworks in the city of Seattle and we cannot force them out. We have already seen the effects of the Light Rail's construction in other Southend neighborhoods. Please don't do this. Thank you, Eve Scarborough	Eve Scarborough

04/28/2022	To the Sound Transit Board, I am a resident in Seattle (King county, district 8) that works in the environmental sector and a regular visitor to the CID. I have been following the documents and public comment forums for the various extensions of the Link, and have concerns around the issues that remain unresolved around the CID segment in particular. Most critical is the lack of detail in the environmental justice analysis, which should really address the depth of historical inequity in the displacement and health impacts of developments on the residents of color in the CID. Furthermore, ongoing inequity in health impacts of existing 2.5ppm pollution from the highways nearby should also be considered in a deeper analysis of the air pollution impacts of the tunnel ventilation system and construction truck volumes. For peak station construction, a range from 10 to 35 trucks an hour is absolutely unacceptable given the existing air pollution that already has disproportionate health impacts on the elders and youth who are residents of this area. The new tunnel ventilation close to Hing Hay Park, a central gathering space in the CID, will continue to build on historical inequities around who gets to enjoy outdoor green spaces. The lack of detail around the analysis for the health impacts of long-term, persistent operational noise, The and the sustained air pollution impacts on top of remain startlingly thin. This needs deeper analysis in the final EIS. transportation analysis did not include the impacts of the stadium events. All three 5th Ave alternatives are unacceptable. The building that currently houses Joe's Bar is a contributing building to the National Historic Register. The 5th Ave options would destroy this building, displace multiple businesses, and destroy the core of Chinatown in an irreversible way. 5th Ave Alternatives (CID 2a, diagonal, and 2b) lead to the most construction impacts on the neighborhood and the biggest negative impact on residents. Between the clear environmental injustice of making Chinatown uninhabitable for residents (studies well-document the consequences in the lowering of life expectancy) and the injustice of destroying the core of Chinatown (in favor of gentrification ten years down the line), the Board truly needs to reckon with the inadequacy of this DEIS and build out a final EIS that truly takes into account the above concerns. Sincerely, Rachel Lee	Rachel Lee

04/28/2022	Dear Ms. Swift and the Sound Transit Board of Directors: I am a concerned community member, worker in the Chinatown International District (CID), and my family has had a small business in the CID for almost two decades. I am very concerned about the proposed Sound Transit alternatives in the CID for the West Seattle Ballard Link Extension. This neighborhood holds deep meaning to me, as a third generation Seattle resident, and as an Asian American. It is a space of history, heritage, community and belonging. The thought of parts of the CID being torn up for the construction of a new station is unimaginable. I believe in the importance of public transportation systems, but displacing parts of our community and this neighborhood is most certainly not the way to do it. The CID is recognized as the center of Seattle's Asian American community and serves a crucial role for diverse Asian American communities to live, work, gather, and build community. It is important to take into account the history of the CID which exists due to the racist history of redlining and segregation in Seattle. Because of racist policies such as redlining and restrictive covenants, communities of color settled in the CID and created communities here -- this is an essential part of Seattle's history. The CID is recognized as a historic district by the City of Seattle and it should be treated as such, with care, respect, and a concern for preservation. After reviewing the five proposed station alternatives in the CID, it is clear that the 5th avenue alternatives would be catastrophic to the CID - displacing 18 to 19 businesses and this does not even include the many more businesses in the area that would be negatively impacted by this construction. Additionally, the 4th avenue alternatives would have detrimental impacts on CID businesses and residents via street closures, traffic impacts, noise and visual impacts, and much more that needs to be researched more comprehensively. The Draft Environmental Impact Statement does not adequately address: the historic displacement impacts of public development projects, historic racism which makes the CID particularly vulnerable to displacement, the impact this project could potentially have on neighborhood cohesion and preservation of history and heritage. Additionally the DEIS does not adequately address traffic impacts on CID residents and businesses, visual and noise impacts, vibration impacts, or the impact of parking losses. I am writing to ask that Sound Transit carry out additional study, working with CID community partners, to explore different options or significant modifications to the proposed alternatives. There is a history of public projects negatively impacting the CID including the construction of I-5, the King Dome, the Street Car, and more without regard for the people who live here and are part of the neighborhood community. The construction of the street car personally affected me and my family's small business -- this project led to a decline in business and led several family businesses to close in the CID. This Sound Transit project is much larger in scale and longer in duration and would have even more critical impacts which would make it difficult for small businesses to survive. In conclusion, the 5th Ave options would be devastating for this neighborhood, and the 4th Ave options, while potentially less destructive, would have significant impacts and more research needs to be done. Please take the time to approach this project from a racial and social equity perspective -- this means centering and being accountable to the communities who would be most impacted by this project. Sincerely, Aya Bisbee	Aya Bisbee

04/28/2022	Having examined the DEIS, it is very clear to me now that the construction options that run along 5th Avenue pose an existential threat to the Chinatown International District neighborhood's community and future. I write this to you as a former long-time CID resident, employee of several of its great organizations, and a child raised in the neighborhood's playground of parks, bars, restaurants, stores, cafes, sidewalks, streets, and many other "third places" offered by the CID's uniquely vibrant environment, which happens to be inextricable from its history of formation and its community's struggle for survival. Dear Sound Transit, I have questions. Why this neighborhood? Why here? What amount of "community engagement" could possibly justify the placement of your gargantuan exhaust vents in an area densely inhabited by residents, businesses, and pedestrians? In a COVID-era time in scientific discovery where we now know the importance and priority of air quality in society, why would you choose to ventilate the bad, dirty air from the underground train station straight into the CID, the highest concentration of senior-aged residents in the Seattle-area? Who are mostly low-income, immigrant, Asian seniors! Did you know that kids live in the International District? (So much so, that multi-family housing has become a priority for affordable housing developers in the area. Look at the types of units SCIDpda and Interim have built and are building right now! They are specifically building large multi-room units because there is a tradition of large immigrant families living in the CID and there is a need/desire by large families to live in the CID. Renderings I've seen mocked-up for us to imagine these vents in the neighborhood (renderings not found in the DEIS, but by people who read the DEIS and modeled images to scale) are dystopian, to say the least. Laughably and horrifically so. To the authors of this version of the DEIS, the lead decision makers, and the Sound Transit Board: here's a hypothetical statement, a thought experiment that hopefully serves as an empathy-generating analogy and pair of shoes you could step into for one second. (And possibly a way to gauge how I feel about the proposed options on 5th Avenue.) Imagine: What if the government bore a train tunnel into your backyard – no, your aging mother's backyard – connected a ventilation shaft from the nearest construction site to just outside her kitchen window and front door, and piped all the exhaust, smoke, and airborne particulates into her home's vicinity for 10 years? While that may sound like an uncalled for statement, it is not hyperbole. It is not an alarmist's exaggeration. This is what you, Sound Transit proposes to do to our community's grandmothers, aging uncles, children, mothers, sisters, brothers, shopkeepers, workers – real people who deserve better than to have their air further poisoned or have their mental health continually ground upon day-in and day-out with the incessant noise pollution you will bring, your mortar and pestle continually grinding on the brick and mortar of our neighbors' minds – by proposing to build right outside their front door. (And finally, the functional purpose of those vents I mentioned earlier.) You are indeed inflicting violence on a community with every right to live in a peaceful environment. The 5th Avenue options will bring constant destruction, ruin, and sadness to a neighborhood that has proven itself to be not only a place of life, but a place of life-giving impact for the greater Seattle region. I of course do not intend, nor hope for, any malice or harm on anyone's loved ones or themselves. And I hope you all would hold the same position – please think about the harm the 5th Avenue Station will cause on our loved ones in the CID. Between redlining, Japanese incarceration, the building of the Kingdome, and the construction of I-5, the Streetcar, and all the other infrastructure and utility projects that you most certainly already know about, fueled and framed by the historically consistent malice and negligence of racism and white privilege, the CID has seen too many traumatic changes in its lifespan. Construction on 5th Avenue will be yet another chain in the chainlink of considerable harm we have seen throughout the CID's history. Why is it that we, as friends, advocates, and member's of this neighborhood's community, find ourselves needing to speak up to prevent another violent act to be actively inflicted upon it by the powers that be? Why is it not common sense for the people at Sound Transit to not pursue the least violent option? (Move on 4th. Minimize harm.) Does Sound Transit think it can get away with the violent acts of displacement and community destruction by prioritizing the community AFTER they are gone (as suggested by the racial equity toolkit published in February)? The CID exists because the people who originally built it had nowhere else to go, and generation after generation the community made lemonade out of the lemons they found when they got there. Waves of Asian immigration could not go anywhere else but this area due to redlining, and the people who fought to preserve and strengthen these communities gave their lives to give its current shape. Communities survived and sometimes thrived DESPITE the game (This Very American Life) actively rigged against them. But this is not a reason for Sound Transit to do whatever it wants to because the community's resilience will allow it to survive this future – this is a reminder that Sound Transit NEEDS TO MINIMIZE HARM where harm has been par-for-the-course for so long, and quite frankly we do not know how much more this community can take before it's existence has been fully eroded.	Joseph Guanlao

This project feels like engineers and planners who majored in science and did not take a single class in the humanities. I say this because Sound Transit's plans to build on any of the 5th Avenue options lack any sense of humanity. Where Is Sociology In The Draft Impact Environmental Survey? Where Is The Humanity In The 5th Avenue Options Which Plan To Rip Through The Chinatown International District And Leave A Lasting, Cumulative Harm On A Community Of Color?

Why pick the 5th Avenue options, with the greatest possible number of businesses displaced?

How is this not class warfare? Were the neighborhood in question a wealthy, white neighborhood – Sound Transit would not have been emboldened to include the 5th Avenue options. The 5th Avenue options are so obvious in their de-prioritization of communities of color and those living in poverty.

I have a question. When Sound Transit sees and reads the word "community" as it relates to the CID, does Sound Transit not see that word and envision real people? Does Sound Transit not see real children live in the CID? Real mothers? Real seniors? Real people with dreams, hopes, and aspirations? Real people who spend time in real homes? Shop in real stores? Real business owners? Are small business owners not real people? Are small businesses not part of the real fabric of a community? Is the Chinatown International District not a real home for people?

Is the Chinatown International District not worthy of the same considerations afforded to more affluent, less Asian, more white neighborhoods?

By proposing to build in the CID with any of the 5th Avenue options, Sound Transit is saying boldly that Sound Transit does not see the CID as a real community. One of my favorite places to get coffee or get a drink is Hood Famous Cafe & Bar. The owners recently renovated to enlargen the place and account for the sizable and largely Filipino American community that patronizes it. Seattle's Historic Filipinotown, one could say, finds it lasting vestige in that cafe. Filipino Americans get the opportunity to imagine a future where the community can come together in a neighborhood where the community once was. We waited through the permissive ups and restrictive downs of the pandemic to eat and drink there again with our friends and family. The construction of I-5 displaced many Filipinos who once lived there. And now Filipinotown faces, once again, to see the glimmers of a community foothold washed away. With all the buildings surrounding Hood Famous (and the Publix, in which it is located) demolished, the streets closed, and the miserable level of construction noise, Hood Famous will effectively be surrounded by a moat of misery and chaos for years. How does any business survive that? Who wants to hear constant jack-hammering and beep-beep-beeping while they are studying or meeting with a friend? And how will the residents who live above Hood Famous in the residents endure the noise and pollution? That will become an area to be avoided during construction. Small businesses not immediately displaced by demolition will not have a fighting chance to operate and exist and make money as businesses. And residents will want – perhaps need – to move "of their own accord." (Really, you guys are forcing them out.)

Why were the residents in the Publix Building not specified as "displaced" in the sections describing displacement by the 5th Avenue options? Are those residents not real people, worthy of inclusion in Sound Transit's definition of displacement? How does Sound Transit define displacement as it relates to the residents who will leave because the air and noise pollution will have rendered their homes unlivable? (How many people in Capitol Hill moved away from the Pike/Pine Corridor during the ongoing protests where the police constantly tear-gassed demonstrations? Those 2020 protests lasted a summer in that area, and the ST3 construction proposes to last a decade.)

I was told Sound Transit would have to answer every question made via comment. Above all, please answer this for yourselves: How will Sound Transit minimize harm and avoid unneeded harm and create a future where it prioritized THE LIVES OF PEOPLE above all else?

Consider my impassioned statement reflective of many who cherish the CID as their physical and spiritual home. I feel like had Sound Transit done any amount of real community engagement, Sound Transit would have received many more statements like mine. But alas, nobody knew. I talked to the owner of Oasis Tea Zone last week, and he had no idea that the building where Oasis is located (Nagomi Tea House) is slated for demolition. This is a business located just off 5th Avenue with a 20 year history in that location. It is preposterous to find out that the owner of Oasis did not receive outreach and engagement from Sound Transit on the fact of its demolition – so preposterous it can only be an intentional act of omission from the greater business community in the CID or a largely negligent oversight of the most extreme proportions – casting doubt on the levels to which Sound Transit had made any on-the-ground efforts to understand the community in which it proposes to build within.

I found myself angry while writing much of this. But I did not find myself overstating anything. I am saying things with added emphasis perhaps, or but not exaggeration. I may have said the same things more than

	once or twice because they need to be reiterated because we are not sure you understand. I would not be here with my grievances if it was apparent you already did. People are mad and scared and rightfully so: the impacts of building on 5th Avenue are so obviously bad for the harm it will cause. Do not build on 5th Avenue. Building on 5th Avenue is not just a bad idea. It is a foreseeably destructive plan that will cause physical, mental, and psychic harm on people in the area, and erode the immeasurable gift that the CID is for people across the region and those visiting. If it means less harm, build on 4th Avenue. And make it worth it because it's gonna take a long time either way, and it will need to serve it's purpose for much longer than that. Please do the right thing. — Joseph	
04/28/2022	Hello, My name is Christopher. I'm a resident of Seattle. As an employee and frequent visitor to the Chinatown International District, I'm appalled by the proposition of major construction in the neighborhood. All 5 of the DEIS options would drastically alter the neighborhood by paving the way for more gentrification, erosion of cultural heritage, and displacement long-term. Among the options, the two on 4th Ave would be less terrible given that they're further from the heart of the neighborhood but I'd like to see more efforts to work with CID community partners to explore other options or refinements to the proposed options. I am unaware of any community leaders or organizations that are strongly advocating for this construction development to begin with, and am upset that this seems forced on the neighborhood without our desire or consent. Best, Chris	Chris Long

04/28/2022	I am writing to demand that the Sound Transit Board reject the proposed 5th Avenue options for the Ballard-International District light rail stations. I am referencing the options laid out in Figures ES-33, 34, and 35 West Seattle and Ballard Link Draft EI. Any of these options would be tragic for the CID community; all light rail options must take the lowest impact route possible in order to preserve the quality of life, history, and cultural hubs of the CID. Please consider this except from a recent post in the South Seattle Emerald: “We have nowhere else to go in Seattle,” she [Betty Lau, a resident of the CID] said, referencing a history of racism, gentrification, and redlining that has moved the neighborhood several times since its founding on the waterfront in the mid-19th century. “We’ve always taken the least desirable land, and as soon as it becomes valuable, we get pushed out.” Iris Pavitt	Iris Pavitt
04/28/2022	organization that is worth saving. Dear Councilmembers and Sound Transit I am a customer at BladeGallery’s Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I’m excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I’ve recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can’t be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery’s Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef’s knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I’m looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Home address: Email:	Antoine Pepino

	Phone:	

04/28/2022	Dear Sound Transit, I have not once ever heard anyone living in the Seattle community request Sound Transit demolish sections of the Chinatown-International District [CID] in order to expand "services." As a 6th generation Chinese American, speaking on behalf of the diverse senior communities living in the CID that are not internet savvy, their associations resoundingly condemn this latest racist action in a well documented history of injustices committed against minority communities in Chinatown. Given the option, no expansion of ST3 into Chinatown at all is their preferred option, especially since the region from SoDO to the Stadiums offers ample alternative to demolishing this residential community. Of course the 4th avenue “alternative” is the least worst poison pill the community is willing to accept, but it should persist as a mark of shame for the next 100 years upon EVERY single individual involved in this prejudice fueld push by ST3. The Chinatown-International District is not some transient parking lot, there are children and families that live here. It is the heart of the Seattle Asian-American and Pacific Islander community of the entire Pacific Northwest. Moreover, it is a National Historic Treasure from the Streets that Bruce Lee called home to the Wing-Luke museum to the oldest Chinese-American association in the country. From the hate crimes and government mandates of recent years; to vagrancy that has been directed at the CID; to unsolved murder of Donnie Chin; to the need for Donnie to Co-found the International District Emergency Center to begin with; to I-5 threatening the neighborhood; to the King Dome proposals; to the Internment of Japan town; to the Chinese Exclusion Act, lynch mobs, and burning down of Chinatown of the past the Government of Washington and Seattle City just never seems to be able to just leave the community alone to prosper. Yet, what an amazing coincidence over the decades that they can find every justification or another over the years to destroy parts of the International District. The 4th Avenue option is the least worst, but it will also necessitate: 10+ years of pollution that the “environmental impact analysis” doesn’t address for in public health; it does not account for the fact that at least 30-50 years of environmental remediation efforts will be needed to offset this construction; as a American Society of Transportation Certified logistician I see the economic necessity based on the population size of the region doesn’t require expansion of this scale; the final products calls for an exhaust structure that will pump dirty air into the International District for generations to come with an elementary school nearby; Sound Transit right now is not safe and has ample other concerns funding should be going to; and the community doesn’t want this expansion (of course that appears to be the least concern for ST3). Respectfully, Sea Chan, Chinatown-ID Community Advocate LCDR (SSO) USNavy	Sea Chan

04/28/2022	I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. Delridge Station: I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). We do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include: (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (2) poor walkshed of station; (3) poor compatibility with racial equity toolkit; (4) bus transfer requiring buses to turn off of Delridge Way SW; (5) lack of community input from bus riders in south Delridge and Burien. Avalon Station: I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, we consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel. Additional alternatives to study: I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include: Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood. 2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge. 3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration. The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters. Signed, Gary Reifel Mobile: 206-601-1051 gary.reifel@gmail.com	Gary Reifel

04/28/2022	Make the tunnel option the preferred design for ST3 for West Seattle. Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported. Thank you, Lexi Reifel Mobile: 425-301-1221 lexi.reifel@gmail.com Gary Reifel Mobile: 206-601-1051 gary.reifel@gmail.com	Lexi Reifel
04/28/2022	Hello ST3 team, Of the proposed solutions for West Seattle the tunnel is the only option that makes sense for our community. The elevated alternatives will destroy much needed single family and multi-family homes and disrupt traffic for years during the construction phase. The tunnel design is the only design that fits with the current and desired character of West Seattle. Residents of West Seattle have resoundingly rejected the elevated designs. Had those designs been shared with voters at the outset ST3 would not have been supported. Make the tunnel option the preferred design for ST3 for West Seattle. Linda Braddock Mobile: 206-601-1051 linda.reifel@hotmail.com	Linda Braddock
04/28/2022	The the elevated stations (Preferred Alternatives WSJ-1 and WSJ-2) and the Medium Tunnel 41st Avenue Station (WSJ-5 other alternative) are the cheapest alternatives and impact the least number of homes in the area. This, of course, makes several assumptions: first, SoundTransit is serious about keeping costs down and impacting fewer people and their homes. As of August 2021, SoundTransit was over its budget by 6.5Billion and many lines are delayed by at least 2 years later than planned. The second assumption is that SoundTransit will not exploit this opportunity to appropriate large to medium parcels, razing people's homes and gardens on them, rezoning and subdividing the lots, and selling them to builders after they have built their line for a net profit.	Prag Mishra

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. I am humbly requesting: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Sincerely, Satbir Gill	Satbir Gill

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR- Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Suvil Deora PhD (Electrical Engineering) Software Engineer Cisco Systems	Suvil Deora

04/28/2022	Hello ST3 team, Of the proposed solutions for the ST3 to West Seattle the tunnel is the only design that makes sense. The elevated alternatives will destroy much needed single family and multi-family homes.The tunnel design is also the only design that fits with the current and desired character of West Seattle. Residents of West Seattle would have never supported the elevitated ST3 designs if they had been shared with voters. This has been communicated over and over with ST3 planners during many community outreach events that have taken place. Thanks for taking this comment into consideration and listen to the community and make the tunnel option the prefered option for West Seattle. Gary Reifel Mobile: 206-601-1051 gary.reifel@gmail.com	Gary Reifel
04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Melanie Biehle M E L A N I E B I E H L E melaniebiehle.com | instagram @melanie.biehle.art	Melanie Biehle

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Zalak Daftary, DDS	Zalak Daftary

04/28/2022	Manager DEIS Comments, Hello Sound Transit, My name is Owen Phillips. I've been a Seattle resident since 2019, and I am writing to submit my comments to Sound Transit's Draft Environmental Statement. The Ballard-West Seattle Link Extension must put riders and increased ridership first. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Owen Phillips

	Owen Owen Phillips owen@owenap.com 1544 NW 53rd St #101 Seattle, Washington 98107	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jonathan Cracolici joncracolici86@gmail.com	Jonathan Cracolici

	1925 1st Ave Apt. B201 Seattle, Washington 98101	

04/28/2022	Hello! I am writing to comment on the West Seattle / Ballard Link project. In terms of ridership potential and driving sustainable urban environments, this project is the single most important element of the entire ST3 program. Unfortunately, current plans as outlined in the draft EIS are woefully inadequate for this critical segment. Before examining each segment of the project in detail, I would like to outline the general principle by which I believe alternatives for such a project must be judged: Above all else, the project must build good transit. This means prioritizing users of the completed system as the most important stakeholder. Remember that construction pain is temporary but a poorly built system will pain Seattleites for 100 years or more. Considering this principle presents several general-case actionable imperatives, which can be applied to most project decisions: -All proposed stations must be built, not cut -Stations must be located centrally, as close as possible to their intended destinations and activity hubs -Stations must minimize vertical circulation. Tunneled stations must be as shallow as possible. -Transfers must be short and fast. Vertical circulation involved in transfers must be even shorter than that required to exit the station. -Once in the system, trains must come as frequently and regularly as possible. With these principles established, we can analyze each station area individually. BALLARD This is probably the most critical non-transfer station of the project. Unfortunately all currently studied alternatives fail to serve the core of the Ballard urban center by at least half a mile. The best location for a Ballard station is along 20th Ave just north of Market St. The proposed 14th Ave station misses this critical juncture by as much as two entire Link stations downtown, and 15th is only slightly better. No current alternative is acceptable, and the final EIS must study a 20th Ave station. The Ship Canal crossing is also a critical component of the system. A drawbridge is likely to cause unacceptable loss of system reliability, and a fixed bridge is (per recent Coast Guard decision) required to be too high to support a Ballard station with reasonable vertical circulation. A tunnel seems to be necessary in this instance. INTERBAY In addition to supporting the Ballard tunnel discussed above, the Thorndyke retained cut station discussed in alternative IBB-2 provides good access to marine industry at Fishermen's Terminal and convenient bus connection on both Emerson and 15th. SMITH COVE While all Smith Cove options presented are acceptable, SIB-1 (Galar St) benefits from existing pedestrian infrastructure to help offset the height of the elevated facility and provides good connections to both the Smith Cove cruise terminal and the Expedia campus. SEATTLE CENTER While neither Seattle Center station proposal is particularly good, the Mercer St station is both unacceptably deep and significantly further from Seattle Center activities. The Republican Ave station is the only acceptable alternative, although further work should be done to reduce the depth of this station and, if possible, mitigate impacts on Seattle Center area theater groups. SOUTH LAKE UNION All proposed South Lake Union stations miss the South Lake Union urban cluster almost as bad as Ballard. Both proposals additionally dump riders in the middle of a freeway interchange immediately upon exiting the station. Neither proposal is acceptable.	John Lyon

A station in the vicinity of Westlake or Terry Avenues would actually serve South Lake Union and allow a shallower crossing of SR-99 further removed from its tunnel infrastructure.

DENNY

While either location is broadly acceptable Westlake provides better access to major employment centers. This station is mystifyingly deep and should be as shallow as possible, ideally at cut-and-cover depth.

WESTLAKE

While 5th Ave is the significantly superior location for Westlake Station, everything else about the DT-1 proposal is unacceptable. This station should be built in the style of the transfer stations in the Washington DC Metro, with the new platform crossing directly (~15 - 20 feet) below the existing and escalators directly from both existing platforms to the new center platform. This presents the ability to leverage the existing partial station box on 5th (currently used for escalators between mezzanine and platform levels), especially if short, frequent trains are used on this line as discussed later.

MIDTOWN

Consider using a side platform station or very slightly diagonal elevators to provide direct elevator access between street and platform levels.

INTERNATIONAL DISTRICT / CHINATOWN

This is the single most critical station in the project due to its location as not just a transfer station but the station allowing transfers not only between the two Link trunks but also Sounder access and the junction between the 1 and 2 lines. The station must be built holistically, connecting all modes with seamless transfer experiences. Unfortunately, none of the current alternatives do this.

This station CANNOT be a deep level station, and of the possible location for shallow stations 4th Ave seems the preferable choice. Unfortunately even the 4th Ave Shallow alternative is significantly too deep to allow seamless transfers. A better option would put the new platform underneath an extended 4th Ave viaduct at the same level as the mainline rail tracks. From there, a transfer tunnel could be dug underneath the Sounder platform, the new Link platform, and the existing Link platforms to allow the quickest possible transfers.

SODO

As the junction of trains headed to West Seattle and Tacoma this is another station where transfer experience is a critical concern. This transfer is best facilitated by the mixed profile (SODO-2) alternative, which has the additional benefit of preserving the SODO busway, which provides a critical connection for disadvantaged communities in south Seattle.

Car overpasses at Lander and Holgate should NOT be constructed with transit dollars from ST3. If it is of such critical importance to save car drivers from waiting 30 seconds for a Link train to pass it should come out of the car-focused budget of SDOT or WSDOT.

DUWAMISH CROSSING

The planned rebuild of the West Seattle Bridge provides opportunity for cost reduction by eliminating the need for a separate structure for light rail trains. This opportunity should be taken to the fullest extent.

WEST SEATTLE

This is the area I am least qualified to comment on, but I do have two areas of concern: First, that no station should be cut from this segment, and second on the extreme amount of housing that is suggested to be torn down to accommodate elevated rail tracks. The low density suburban style nature of West Seattle land use already makes this the lowest impact segment of the project, and removing housing only exacerbates this problem. Elevated tracks should be built within the street right-of-way in the style of the Chicago L. If this cannot be accomplished then alternate modes of service should be considered to West Seattle, such as surface Bus Rapid Transit or a gondola such as the one proposed by West Seattle Skylink.

CONSIDER AUTOMATED LIGHT METRO

While studied and built as one project, current plans are to operate the West Seattle and Ballard branches

as separate lines on the final Link network. Doing so would require technical compatibility with the rest of the Link network.

If, however, the West Seattle and Ballard branches are combined into a discreet operating line, however, great benefit could be achieved by swapping lengthy LRV trains for short, hyper-frequent automated light metro in the style of the Vancouver, BC Skytrain. This would have multiple significant benefits:

-Automation would reduce operating costs for the lifetime of the line
-This style of train can be cost effectively run at frequencies significantly greater than the current Link network. This makes turn-up-and-go travel significantly more attractive for users of the line.
-Increased frequencies mean the line could maintain the same capacity with significantly shorter trains. This in turn enables much smaller stations (as short as 150 feet), significantly reducing construction costs and enabling station placement that would be impossible with the ~400 foot trains of the rest of the Link network.

Due to the overwhelming potential benefits of this arrangement, it should be studied in the final EIS and not merely written off.

Operationally, this could be accomplished with 1 line trains short turning at Northgate using the existing pocket track and 2 line trains continuing to Everett. This would minimize the increase in line length over the existing ST3 operations plan.

Thank you for taking the time to carefully consider my feedback. I realize most of it has been less than complimentary, and appreciate your willingness to listen to make this project the best it could possibly be.

Sincerely,

John Lyon

04/28/2022	I am writing to express opposition to the planned activities for the Ballard light rail extension. I'm opposed to the current initiative as it disproportionately affects a minority and low-income population located in the International District. The International District has endured a disproportionate share of impacts from City development projects. There was the 1920s street extension that displaced the previous International District. This neighborhood also endured impacts from the construction of I-5 in the 1960s, the sports stadiums in the 1970s and 1990s, and the First Hill Street care in recent years. The proposed extension only deepens this legacy. Based on the environmental justice evaluation provided in Appendix G, the International District would face: The displacement of 120 residents from a low-income building that is within the construction zone The permanent displacement of 5-27 businesses plus 8 businesses temporarily displaced during the project The displacement of 120-230 employees from the zone The residents would experience an increase in noise/vibrations for up to 16 hours per day over the course of an estimated 11 years. Three historic properties would be adversely affected under all segment alternatives A longer response time for emergency services, and potential delays in waste/recycle pickup, Exposure to hazardous construction material, and NO positive economic impacts. With such little benefit but extreme impact not only on the displacement of residents and businesses but also of cultures as road closures, subsequent business access will be limited, noise and pollution — this is a death sentence to a community that has already felt disproportionate impacts of COVID-19 that includes an increase in racial violence and xenophobia. The proposal is a model of injustice. To proceed would only deepen structural inequalities. Sincerely, Janine Sakiko Slaker, PhD Zip 98144	Janine Slaker

04/28/2022	To Whom It May Concern: My name is Michelle Chow and I am a member of the Chinatown-International District (CID) community. As a member of this community, I was deeply disappointed to learn that Sound Transit put forth several proposals that would significantly displace a number of local businesses in the 5th Ave alternatives. The Link Light Rail extension from West Seattle to Ballard is an exciting project that will meet several of our region's climate and transportation access goals. However, the current proposal for the 5th Ave alternatives falls short of meeting our community's most pressing needs. Sound Transit has a strong commitment to incorporate equity and the communities they serve. This means listening to community voices and making, at times, tough decisions to ensure that the actions the agency takes do not further inequities and injustices. The CID community has faced a history of unjust displacement in the name of city planning - the expansion of 2nd Avenue, the development of Interstate 5, and the building of the Stadiums have all had a negative impact on this historic, predominantly Asian, district of Seattle. In this time of reckoning for so many of our local, state, and federal government agencies, it is unacceptable for Sound Transit to move forward with the 5th Avenue proposals given the significant community opposition. And in addition to Sound Transit's equity commitment, the City of Seattle also has a strong Racial and Social Justice Initiative. The City is committed to ending institutionalized racism and race-based disparities in City government. The 5th Avenue proposals do not live up to this Initiative. The City should genuinely consider the vast opposition being raise by the community and at a minimum, outreach and engagement should be conducted in all of the top languages spoken by residents of this area. According to the data from the City of Seattle, this includes Traditional Chinese, Spanish, Vietnamese, Somali, Amharic, Korean, Tagalog, Tigrinya, Oromo, Japanese, Russian, Arabic, Khmer, Thai, and Laotian. We all know that the CID community is one of the most diverse communities in the region - it's critical that all people have access to engage in this decision. I strongly urge the agency to listen to the community's voice and move forward with the 4th Avenue options. Communities of color such as the CID community recognize the importance of green investments to reduce carbon emissions and improve public transportation. But those investments can be made at a lower cost to the community and avoid unnecessary displacements. Thank you for the opportunity to provide comment. Best, Michelle Chow Resident of 98122	Michelle Chow

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Oleg Pakhnyuk oapkhnyuk@proton.me	Oleg Pakhnyuk

	2116 4th Ave, Unit 3516 Seattle, Washington 98121	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Francis Brown francebrown@gmail.com	Francis Brown

	4023 24th pl s Seattle , Washington 98108	

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	4343 Roosevelt Way NE, Apt 403 Seattle, Washington 98105	

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	1711 Markham Ave NE Tacoma, Washington 98422	

04/28/2022	Hello, I am a homeowner in the Avalon neighborhood at 3166 SW Genesee St., and support the positions outlined in the recent comment letter provided by residents of this neighborhood that was submitted. I've included a summary below of the alignment, station locations, and cost reduction strategies that I strongly support. The WSBLE extension offers an incredible opportunity for the neighborhood to gain fast and reliable transit access to the growing region-wide light rail network. I strongly advise the board to select a long tunnel alignment which enhances and complements the existing built environment. All other proposed alternatives, including the short/medium tunnels, would result in significant and irreversible environmental impacts to the Avalon neighborhood. Alignment: I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. Delridge Station: I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include: (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (2) poor walkshed of station; (3) poor compatibility with racial equity toolkit; (4) bus transfer requiring buses to turn off of Delridge Way SW; (5) lack of community input from bus riders in south Delridge and Burien. Avalon Station: I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel. Additional alternatives to study: I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include: Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood. 2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge. 3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration. The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters. Thank you,	Caitlin Singer

	Caitlin Singer 602.696.0550 3166 SW Genesee St, Seattle, WA 98126	

04/28/2022	Hello, I am a homeowner in the Avalon neighborhood at 3166 SW Genesee St., and support the positions outlined in the recent comment letter provided by residents of this neighborhood that was submitted. I've included a summary below of the alignment, station locations, and cost reduction strategies that I strongly support. The WSBLE extension offers an incredible opportunity for the neighborhood to gain fast and reliable transit access to the growing region-wide light rail network. I strongly advise the board to select a long tunnel alignment which enhances and complements the existing built environment. All other proposed alternatives, including the short/medium tunnels, would result in significant and irreversible environmental impacts to the Avalon neighborhood. Alignment: I strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). I strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. Delridge Station: I strongly support a Delridge Station located to the south of Andover St, either the Preferred Dakota St Lower Height (DEL-2a) or Delridge Way Lower Height (DEL-4). I do not support locating the Delridge Station north of Andover St (DEL-5 or DEL-6). Particular concerns with the Andover St. station include: (1) undesirable location of transit-oriented development adjacent to a steel mill and elevated highway ramp; (2) poor walkshed of station; (3) poor compatibility with racial equity toolkit; (4) bus transfer requiring buses to turn off of Delridge Way SW; (5) lack of community input from bus riders in south Delridge and Burien. Avalon Station: I support the underground Avalon Station (WSJ-3a or WSJ-3b). However, given the low ridership estimate (1,200 daily boardings) and uncertainty of 3rd party funding, I consider the Avalon station to be a lower priority than the longer tunnel and support dropping the Avalon Station in exchange for a longer tunnel. Additional alternatives to study: I strongly encourage Sound Transit to study additional long tunnel alternatives that would not require 3rd party funding. These include: Removal of the Avalon Station from the "long tunnel" alternatives (WSJ-3a/WSJ-3b). This option is similar to cost savings proposals presented to the CAG in April 2021 but with lesser displacements and impacts in the Avalon neighborhood. 2. The Yancy/Andover alternative (WSJ-4/WSJ-5) with a tunnel portal to the east of Avalon Way (with or without the Avalon Station). This modification would reduce the impacts of the "Yancy-Andover" routing and lower the height of the guideway in Delridge. 3. The Pigeon Point Tunnel alternative (Appendix M). This alternative reduces impacts in both the Andover and Pigeon Point neighborhoods and places the Delridge Station in a better location than the DEIS alternatives for both bus transfers and neighborhood integration. The success of ST3 is dependent on the integration of light rail stations within dense residential neighborhoods and job centers. The above recommendations will achieve the vision that was promised to West Seattle voters. Thank you,	Graydon Newman

	Caitlin Singer 602.696.0550 3166 SW Genesee St, Seattle, WA 98126	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Reina Shah	Reina Shah
04/28/2022	Hello, After looking at the options I want to share that I am all for more public transportation in our city. Growing up here and relying on the bus as a kid I hope to have a future where there are plenty of transportation options for kids like me all around the city. Saying that I would love to have a minimal amount of impact on the historical International District and it's residence/ businesses. I support going ahead with the 4th Ave option since it will have a smaller impact on the neighborhood. Though it may be more costly I believe losing some of the historical parts of the neighborhood would be a much higher cost in the long run. Thanks for taking my comment into consideration. Best, Kelabe	Kelabe Tewolde

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Steven Stroiney steve6320@gmail.com	Steven Stroiney

	7720 39th Ave NE Seattle, Washington 98115	

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Chao-Ching Wu Home address: 13421 NE 129th Dr. Kirkland, WA 98034 Email: goyasco@comcast.net Phone: 425.314.3962	Chao-Ching Wu

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Pearl Barry pearl.momilani.barry@gmail.com	Pearl Barry

	12109 24th pl sw Burien, Washington 98146	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Melissa Shaw	Melissa Shaw

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. If we aren't laying or digging line in a half dozen different locations constantly starting yesterday we're failing the citizenry. Thank you for your review of these comments.	Paul Ludecke

	Paul Ludecke ludes@uw.edu 5745 ne 63rd Seattle, Washington 98115	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Aaron Morton santasarmy@gmail.com	Aaron Morton

	4459 Fremont Ave N Seattle, Washington 98103	
04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes available. The CID is a historical neighborhood and should be preserved as such. Sincerely, Irene	Irene Long

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Peter Litwin pglitwin@hotmail.com	Peter Litwin

	4019 Cascadia Ave S Seattle, Washington 98118	
04/28/2022	Please do not build the Ballard to West Seattle light rail expansion on 4th Ave. It would irrevocably change the International District, which culturally and historically is of paramount importance to our city. It would destroy small businesses, leave workers without jobs and decimate the landscape of the neighborhood. It makes far more sense to use 5th Ave and honestly, the thought of sacrificing the ID for any reason is heartbreaking and unconscionable. So much of Seattle's history is gone now and the ID is special in that we can remember the horrors of our country's past and just as importantly we can celebrate and enjoy what the ID is today and going to be in the future. Please do the right thing. Thank you, Deborah Mangold	Deborah Mangold

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Pooja Rao	Pooja Rao

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ross Peizer rosspeizer@gmail.com	Ross Peizer

	11211 Greenwood Ave N, UNIT A Seattle, Washington 98133	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Corey Ford corey@coreyford.name	Corey Ford

	3641 Evanston Ave N Seattle , Washington 98103	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jed Hobbs jedhobbs@gmail.com	Jed Hobbs

	3922 S Perry St Seattle, Washington 98118	

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	2428 NW Market St, Apt 281 Seattle, Washington 98107	

04/28/2022	Manager DEIS Comments, Hello, I hope these are concise and to the point but at the end of everything the Ballard-West Seattle Link Extension must put riders and increased ridership first. Your target should be to build a solution that would help a single parent who speaks English as a second language, has a bad back, and is holding down 2 part-time jobs. We must not eliminate ANY stations from what voters approved with ST3 in 2016. If planned stations are removed, that is in direct opposition to what the region's voters want and need. All stations should be built as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. -Deep and high-capacity stations also call for excellent vertical conveyances, which is proven to have not been a priority in the past. This pattern has to be broken. Elevators and escelators cannot fail riders or trap them from alternatives in the event of mechanical failure. Creating large capacity areas other than elevators will allow optimal use of the elevators by less physically able-bodied individuals, allowing them to still use our transit to the fullest extent. Ensure escalators and elevators are both fast while having enough capacity and redundancy to handle traffic like game-day rushes. Elevators should go from street level straight to the platform level, without mezzanines to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. If we are to anticipate expanding our transit system off of this current expansion, we need a better and more flexible solution. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. The organizations here have had to deal with quite a bit of disruption from the pandemic and Climate Arena's construction, and additional disruption and impacts should be heavily weighed and avoided when possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. This will allow better expansion opportunities and quicker transfers which will increase usage. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. Having to navigate 3-4 different mezzanines to reach your At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility.	Alex McGuire

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	3701 S Hudston st Seattle, Washington 98118	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, (Your Name)	Allie Scheidecker

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Hailey Towne	Hailey Towne
04/28/2022	To Sound Transit Board Members and Seattle City Council Members, RE: West Seattle to Ballard Light Rail Plans I gave up my car 22 years ago. I'm a full time bus and light rail user. I LOVE the growth of light rail in our region. I'm concerned about plans for light rail in the International District (ID). Full closures of King and S. Weller streets will negatively impact area businesses. Also, I do not want Seattle to lose any more of our Historic Chinatown district. Three blocks were surrendered previously for the transit tunnel. Please reconsider using 5th Ave and move forward on 4th Ave instead. Thank you for your time, Susan Groshong Seattle, WA	Susan Groshong

04/28/2022	To whom it may concern, My name is Mark Jessup and I'm a proud member of our Beacon Hill community. I understand that the ICD Light Rail station needs expansion and there are two main routes being considered. While the 5th Avenue route offers a faster and financially less-expensive option, it would come at great cost to the residents of the IDC. Not only would it disrupt a number of local, and long-standing, businesses within the community, it would come as yet another blow to a neighborhood which has suffered disproportionately throughout the Covid crisis and continues to battle anti-Asian sentiment and active vandalism. This would seem to be an issue that the City would care about and weigh heavily as it considers the ultimate expansion route. Displacing successful local businesses, which are also cultural touchstones for the neighborhood and Asian community throughout the city, sends a terrible message to our friends and neighbors there. And it's yet another blow to an area of rich cultural heritage which has had to overcome far too much already. Recently and throughout our checkered past. I implore you to consider the people first, and make the ostensibly harder, but ultimately right, choice. Choose 4th Ave. Thank you for your time, Mark Jessup 5052 28th Ave S Beacon Hill	Mark Jessup
04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Samantha Gil-Vargas and I am a member of the Seattle community. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Samantha Gil-Vargas	Samantha Gil-Vargas

04/28/2022	Dear Lauren Swift and Sound Transit Board, I currently live in Seattle (King County District 8) I'm a former CID resident and worker. I continue to visit the CID and Stadium area via public transit. A major issue with this DEIS in general is the lack of operational noise analysis and visual quality analysis performed for the CID segment. In addition, stadium events, which are frequent and bring in tens of thousands of visitors to the area, were not considered in the transportation analysis. In the Final EIS, I would like you to address the following: -Air pollution impacts from the tunnel ventilation system and overall air pollution impacts of the project -Noise impacts A lengthier and more in depth environmental justice analysis -Stadium events in transportation analysis -How this project is in line with the City of Seattle's RSJI given the lack of in language outreach (see bottom of email for more) I am most concerned about all three 5th Ave alternatives. The building that currently houses Joe's Bar is a contributing building to the National Historic Register. The 5th Ave options would destroy this building, displace multiple businesses, and destroy the core of Chinatown in an irreversible way. 5th Ave Alternatives (CID 2a, diagonal, and 2b) lead to the most construction impacts on the neighborhood and the biggest negative impact on residents. The 5th avenue alternatives are also negative for the health and well being of CID residents and visitors, since the DEIS indicates that "Closures of the 5th Ave S., 6th Ave S., King St. and Weller St. could affect emergency response times in the CID neighborhood." Eliminating the load zones in such an important commercial area will also significantly negatively impact CID small businesses. The DEIS disingenuously states that the 5th Ave alternatives will not have any long term impacts to Parks and recreational resources. Hing Hay Park is the central gathering space in the CID. A new tunnel ventilation building so close to the park will definitely prevent people from fully enjoying and coming to the space, especially with air pollution and noise pollution impacts that aren't fully explored in this DEIS. The DEIS states that construction truck volumes estimated for peak station construction range from 10 to 35 trucks an hour, which will definitely lead to increased air pollution in the CID and specifically in the biggest park and gathering space in the CID. Lastly, Sound Transit has absolutely not done their due diligence in reaching out to non English speakers. "The executive summary viewed by Northwest Asian Weekly in Chinese did not appear to have any damage assessments." (NW Asian Weekly, April 23-29, 2022, pg 11). In language outreach needs to be done, at a minimum, in Chinese, Spanish, and Filipino. Sincerely, Dre Say	Dre Say

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Jason Hammett jthammett@gmail.com	Jason Hammett

	17130 83rd Ave CT E Puyallup , Washington 98375	
04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is , and I am a member of the Seattle community. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Jared Denney	Jared Denney

04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Linda Vong, and I am a member of the Seattle community. I have family in the CID, and I'm in CID quite often, whether for family, food, and everything else the CID offers. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Linda Vong	Linda Vong

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kyle Parker-Robinson kcrobinson@gmail.com	Kyle Parker-Robinson

	3113 E Pike St Seattle, Washington 98122	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing all of which has been documented in a University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Alpa Gautam	Alpa Gautam

04/28/2022	Greetings to the ST3 Design Team and the Hon. Andrew Lewis, Thank you for the opportunity for providing citizen and resident comments to the Interbay-Ballard segment of the ST3 expansion. I am a life-long citizen of the State of Washington, a 70-year resident of Seattle and a 40+ year resident of the Magnolia-Interbay community and make this comment as such. My primary comment is that the Design Team must recognize the importance of the Magnolia-Queen Anne-Interbay-Ballard communities. These communities are vital to the economic and social welfare of the City of Seattle and must be fully supported by public transit. I urge the Design Team to consider all comments that are submitted by individuals and organizations. In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where residents and visitors will use it. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW is a viable option. Please re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Please consider a continuation of a tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to consider long-term needs and maximize the size of stations, entry plazas and mezzanines. It is my view and experience that large facilities will encourage use and will provide for future growth. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand; Minimize transfer time from transit to platform; It is vital to avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. I am among the group that does not oppose elevated trains. Based upon my experience in other parts of the world, I do not believe that elevated trains are eyesores. Please locate a station on West side of Elliott and if it is an elevated station, locate it over Galer flyover/Magnolia Bridge Please ensure that buses pick up and drop off on west side of Elliott - under no circumstances require a pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): The station must be proximate to Magnolia peninsula for emergency access in event of bridge failures; The station must lead to the Ship Canal Tunnel; Please do not require a pedestrian crossing at Dravus for bus connections; Please design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W For the Ballard station: The Ballard station should take riders to where they want and need to go: e.g. medical center, dining, shopping, Historic Ballard; Please re-examine and complete the study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village; Please re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your time and consideration, Ted Willhite = = = =

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04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. 5th Avenue station options also seem to be detrimental to the neighborhood for many years and too many businesses affected. 4th Ave may be more expensive but it would be the better path forward. International district will end up being the MOST critical and used station as it is central to ALL transit as well as huge sporting events. International district has to be prioritized and done right! In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Greg Pieczynski

	Greg Pieczynski gregorypieczynski@gmail.com 521 Stadium Pl S Seattle , Washington 98104	

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	201 17th Avenue E Seattle , Washington 98122	

04/28/2022	Sound Transit Board Members: The Chinatown-International District (CID) has been renamed, repeatedly moved and historically hurt by major infrastructure projects. I am advocating from the 3rd and last Chinatown. The Sound Transit West Seattle to Ballard line connection is again threatening the CID. I am against the 5th Avenue tunnel where construction over the next decade would take place in the heart of the neighborhood (Jackson to King St and 5th to 8th Avenue) and will be devastating to the CID businesses and residents with street closures, noise and air pollution. Youth, elderly, businesses and visitors will be negatively affected for years to come. I urge sound transit to move forward on Fourth Avenue Building a tunnel beneath Fourth Avenue will only slightly affect the CID. The argument that it will cost more is not valid because the increase in cost is due to replacing the 4th Avenue viaduct which is already in need of replacing in the near future. The higher cost is valid to protect a historic neighborhood that has historically been devastated. I urge sound transit to solicit community input and include their concerns in the DEIS and that the DEIS be thoroughly analyzed before a decision is made. The CID has a long history of having to organize and fight for our neighborhood. From the beginning we were not allowed to live among mainstream society, pushed to the fringes of town, the industrial areas with little or no public utilities. Still we built a community, prospered and welcomed others who came after us who also were not welcome in mainstream society. We have been physically removed. It wasn't enough that the Chinese Exclusion Act prevented new Chinese immigrants. Seattleites were unaccepting of the Chinese who were already here resulting in rioting, burning of homes and businesses, forcing us to the docks for deportation and later relocating Japanese from their homes and businesses to concentration camps. Redlining kept us in the neighborhood. Infrastructure tore us apart from I-5 down the middle, the King Dome and Metro Tunnel on the west, loss of Lane street, and the Street Car Barn closing northbound traffic at Dearborn and 8th into the neighborhood, continually pecking away at the neighborhood and/or limiting access. For a long time we've prided ourselves on being resilient. As a 4th generation Seattle Chinatown great-granddaughter we are tired from having to retain resiliency. When can we relax and trust that we can just be, be included, considered, protected and prosper? Let's make it 2022! Best Regards, Sue-May Eng Chinatown Community Member	Sue-May Eng

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick-and-mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Andrew Dieken Home address: 7705 168th Ave NE Unit 116 Redmond WA 98052 Email: andrewrd@live.com Phone: 425-577-0068	Andrew Dieken

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 I really hope that this business and location will be able to remain intact. They are great people that offer a very unique custom product and service to their immediate community as well as to nationwide collectors like myself. Yours, BladeGallery Inc Customer: John Polati Home address: 649 Eastview Way, Woodside, CA 94062 Email: kjaw@sbcglobal.net Phone: (650)787-8407	John Polati

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Matt Jacobs Former City Council Member Woodland, WA BladeGallery Inc Customer: Home address: 720 Beechwood st Woodland, WA 98674 Email: jacmac422@yahoo.com Phone: 360-635-2662	Matt Jacobs

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Robert Hook BladeGallery Inc Customer: Home address:3247 Wyatt Rd North Pole AK 99705 Email:bobhook@me.com Phone:907 460 0171	Robert Hook

04/28/2022	Councilmembers, Sound Transit staff, and concerned representatives, I am an avid knife and art collector and, due to your potential use of Eminent Domain, I'm concerned about the future health and stability of BladeGallery's Epicurean Edge, one of the premier American participants in the Metal Arts world. Make no mistake, while BladeGallery is a thriving local business in your community, their ability to draw people and activity to Seattle is global. Case in point: I'm writing you from the other side of the Country… This last fall, they moved from Kirkland, WA to Seattle to SODO. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through Eminent Domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? • BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. o The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. o They also offer a high performance sharpening service for home and professional chefs. o I'm looking forward to their classes aimed at established knifemakers and beginners. • BladeGallery Inc is a small business that currently supports 8 employee households. • BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Feel free to contact me directly should you wish additional information regarding this matter: Oscar Bleetstein 124 West 119th Street, NY NY 10026 oscar@bleetstein.com 917-376-7227	Oscar Bleetstein

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Steven Bell Home address: 1703 NE 124th St Seattle Wa 98125 Email: bell.steven.a@gmail.com Phone: 425.387.2599	Steven Bell

04/28/2022	Dear Council Members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Please take the time to respond, Steve Hoverson 5312 Sound Ave Everett Wa 98203 206 484 0171 stevehoverson@gmail.com	Steve Hoverson
04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. Sincerely, Amy Chen Lozano	Amy Chen

04/28/2022	Dear Council members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Todd Kurtzer BladeGallery Inc Customer 1727 S Indiana Ave #401 Chicago IL 60616 t.kurtzer@comcast.net 8472071522	Todd Kurtzer

04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Dianne Spatz	Dianne Spatz

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Bruce Barnett PO Box 1021, Bridgetown, 6255 Western Australia Email: barnettcustomknives@bigpond.com Phone: 61 419 243 855	Bruce Barnett

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Larry A Teaberry Jr BladeGallery Inc Customer: Home address: 1900 Hubbard Rd, Youngstown, OH,44405 Email: motormkr@aol.com Phone: 330 747-1600	Larry Teaberry Jr

04/28/2022	Dear Council members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick-and-mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high-performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that it will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Kevin and Heather Harvey ABS Mastersmiths BladeGallery Inc Customer: https://www.bladegallery.com/shopdisplayproducts.asp?id=194&cat=Harvey%2C+Kevin%2C+M%2ES%2E	Heather Harvey

04/28/2022	I expanded the section on the National Register Seattle Chinatown Historic District because of the oddity of it including a large portion of Japantown. That needs to be explained, and here are the facts, gleaned from documents and meeting minutes in the DAHP file on Chinatown Historic District: Thurs., Aug. 14. 1986 "Proposed King Street Historic District" Seattle P-I, A9 map by Duane Hoffman, P-I 1986 King Street Historic District nomination form listing of historic properties written by Larry Kreisman of the City's Historic Preservation Office; changed to Chinatown Historic District by Washington State Office of Archaeology and Historic Preservation Fri., Aug. 22 Washington State Advisory Council on Historic Preservation meeting at Nippon Kan to consider nomination of King Street Historic District to the National Register, 10 a.m. Aunty Ruby has organized speakers to change name to Chinatown Historic District. CWBA Pres. Ted Pang, Winnie Che (owner Little Saigon Restaurant, Winnie Fashion, Hop Thanh), and Paul Woo give public comment on re-naming of King Street Historic District nomination to Chinatown Historic District with written statements; written statement also sent by Aunty Ruby, who could not attend. Others present: Bisim Tsai Lee, Paul Mar, Richard Ou [which nomination name they supported is unknown] Paul Woo, president of Pacific Investment Corp. sent a letter calling for Chinatown Historic District name Chong Wa President Ted Pang speaks on correcting King St. Historic District nomination name to Chinatown Historic District; state office rejects King St. Historic District and sends in nomination as Chinatown Historic District. Commissioners vote to delete King Street Historic District name and approve Chinatown Historic District name Ron Chew, Sue Taoka, IDEA, support King St. Historic District name [their names appear on the King Street Historic District nomination form] Original historic district boundaries extend to Washington Street but due to property owner objections and opt outs, is finally set at Main Street.	Betty Lau

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Mr. Frank DeLuna Home address: 5227 FELL AVE., San Jose, CA Email: frank.deluna@att.net Phone: 408-440-1351 Frank DeLuna frank.deluna@att.net	Frank DeLuna

04/28/2022	I am a strong supporter of public transit and I believe that the light rail is extremely important to our region. However, I have concerns around the way public transit infrastructure so often takes place in marginalized communities who don't have the resources or opportunities to advocate for themselves. Listening to the community and working with the people you intend to serve is crucially important when undertaking civil projects. Please take the concerns around the environmental impact, the traffic, the quality of life into serious consideration, especially in regards to the construction on 5th Ave (CID-2a and CID-2b). I recognize that public projects will never have unanimous support, and that change is an inevitable side effect of progress. However, I implore you to listen to what the community is saying - not just which proposal would be the least painful for them, but really listen to what they are saying. In an ideal world, we would see another round of proposals with these concerns taken seriously - or at least an explanation of what alternatives were deemed infeasible in the current system. In the future, taking in these community concerns early on in the design process and treating them as major stakeholders (rather than making assumptions about what they want) would help get buy in and support sooner. Everyone impacted by the construction of the infrastructure should get a seat at the table. They deserve a representative or some way to give feedback ahead of time. They're owed that much, at least.	Brian Park
04/28/2022	My vote goes for 20th avenue Ballard station. Would be the smartest move.	Tu Pham
04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don’t displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Megan Miyazaki	Megan Miyazaki

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in a University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Rosa Vissers	Rosa Vissers

04/27/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I have personally been waiting to explore their teaching with my 12year old daughter because her seattle public school no longer offers any such classes (like shop or skill work). I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. To lose a valuable small business such as this would be to declare this art form not valuable, so I challenge you as you cook your dinner tonight ask yourself…"did a knife maker help me put food on my table tonight?" The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Kind regards, Will Dawson BladeGallery Inc Customer Home address: 8651 34th Ave SW Seattle, WA 98126 Email: willwdawson@me.com Phone: 303-475-3159	William Dawson

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Kyle Fong Home address: 1525 NW 57th St #631, Seattle, WA 98107 Email: chef.kfong@gmail.com Phone:916-6058412	Kyle Fong
04/27/2022	Sound Transit planners, Please do not put the new light rail station on 5th Ave in the ID! Although all options will affect this neighborhood, the 5th Ave options will have significantly more detrimental impacts that this neighborhood (after a history of construction impacts, xenophobia, hate crimes, and the pandemic) should not bear. I am particularly concerned about the harmful impacts that are outlined in the documents attached. Tera Oglesby 1005 E Spruce St, Seattle, WA 98122 P.S. My five year old wanted to add these important Emojis to our message: ?????????????????? ??????????????	Tera Oglesby

04/27/2022	Dear Councilmembers and Sound Transit I am a customer of BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, R. Kent Morrison 7701 Rialto Blvd., UNIT #34, Austin TX 78735 rkentmorrison@gmail.com 512.415.2530	Kent Morrison

03/10/2022	ST, Please consider the following. Page 1-1 The second paragraph is missing the attribute "frequent"; it is very important; it appears elsewhere. Page 2-9 Interbay is NOT an urban village. Page 3-3, Table 3-2 Route 190 is omitted; if routes 177 and 178 are listed, Route 190 should be as well. See Table 3-21. Page 3-12 It is asserted that this will not be a major transfer point. It would be served by Route 21 or its successor route. It should be. Page 3-28, Table 3-21 Route 8 is omitted. Page 3-43 The text asserts that the Ballard line would have five-minute headway; that would be good; but the plan to through route it with the line on MLK Jr. Way South; is that line not limited to six-minute headway due to surface operations? Thank you for considering this note. Jack Whisner 8325 11th Avenue NW Seattle 98117	Jack Whisner

04/01/2022	Dear Ms. Balducci, Hello, my name is Charlotte Ina Kuzminski. I am an eighth-grade student at Westside School in West Seattle. Throughout our course of study in Mandarin and Social Studies, we have learned about the rich history of the International District, the history of redlining in the City of Seattle, the Chinese Exclusion Act and Seattle Chinese Expulsion of 1886, the Japanese Internment, and the effects of the Covid-19 Pandemic on our Asian-American community members in the Seattle-Metro area. Most recently, we have spent some time with Betty Lau in the International District, learning about the history of Immigration Reform in the state of Washington. It is our understanding that the International District and, specifically, Chinatown, continues to experience destruction, gentrification, and Anti-Asian racism once again. Sound Transit cannot select the Fifth Avenue corridor as a future light rail route. If Fifth Avenue is selected, it will have a grave effect on our older Asian-American population in South Seattle and, specifically, the economy of Little Saigon, Chinatown, and Japantown. Road closures, re-routes, gas, water, electrical shut-offs, and noise pollution will severely affect the nearly 300 businesses already battered by the pandemic. As a multicultural student community that values equity and social justice, we cannot stand for a forced displacement of non-English speaking elderly, the acquisition and demolition of National Register Chinatown Historic properties, and the closure of schools, daycare, and elderly programs that serve thousands of Asian-American residents. The monetary and logistical expedience of big business and capitalism can not be prioritized over the rich history and vibrance of a historic bedrock of Asian-American culture in Washington State. We implore you, our local government representatives, to lobby to use Fourth Avenue, not Fifth Avenue, for the future Sound Transit Route. Equity, transparency, social justice, and inclusion are on the line. Do you want to be remembered for safeguarding Chinatown? Do you want to be recognized for inclusive city practices and policies? If so, protect Chinatown, Chinese Community History, and stop continued anti-Asian exclusion in the city of Seattle. Invaluable cultural heritage can not and should never be weighed on the same scale as economic or political interest. Sincerely, Charlotte Kuzminski Westside School, Class of 2022	Charlotte Kuzminski

04/01/2022	Dear Nicole, Hello, my name is Henry. I am an eighth-grade student at Westside School in West Seattle. Throughout our course of study in Mandarin and Social Studies, we have learned about the rich history of the International District, the history of redlining in the City of Seattle, the Chinese Exclusion Act and Seattle Chinese Expulsion of 1886, the Japanese Internment, and the effects of the Covid-19 Pandemic on our Asian-American community members in the Seattle-Metro area. Most recently, we have spent some time with Betty Lau in the International District, learning about the history of Immigration Reform in the state of Washington. It is our understanding that the International District and, specifically, Chinatown, continues to experience destruction, gentrification, and Anti-Asian racism once again. Sound Transit cannot select the Fifth Avenue corridor as a future light rail route. If Fifth Avenue is selected, it will have a grave effect on our older Asian-American population in South Seattle and, specifically, the economy of Little Saigon, Chinatown, and Japantown. Road closures, re-routes, gas, water, electrical shut-offs, and noise pollution will severely affect the nearly 300 businesses already battered by the pandemic. As a multicultural student community that values equity and social justice, we cannot stand for a forced displacement of non-English speaking elderly, the acquisition and demolition of National Register Chinatown Historic properties, and the closure of schools, daycare, and elderly programs that serve thousands of Asian-American residents. The monetary and logistical expedience of big business and capitalism can not be prioritized over the rich history and vibrance of a historic bedrock of Asian-American culture in Washington State. We implore you, our local government representatives, to lobby to use Fourth Avenue, not Fifth Avenue, for the future Sound Transit Route. Equity, transparency, social justice, and inclusion are on the line. Do you want to be remembered for safeguarding Chinatown? Do you want to be recognized for inclusive city practices and policies? If so, protect Chinatown, Chinese Community History, and stop continued anti-Asian exclusion in the city of Seattle. Invaluable cultural heritage can not and should never be weighed on the same scale as economic or political interest. Sincerely, Henry Westside School, Class of 2022 from Henry class of 2022	Henry Kornfeld

03/31/2022	To Sound Transit Board Members and Seattle City Council Members, I am writing this letter to object to the proposed construction on 5th Avenue from Chinatown to Japantown. This proposal would mean full closure of King Street, S. Weller and 5th Avenue for several years. This is unacceptable! Because going ahead with this construction would mean a great disruption for those businesses and the people from all around the Puget Sound Region that visit those businesses. 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, and criminal violence 30 immigrant businesses permanently closed or forced to move Schools, daycares, programs serving thousands of children and youth Programs, classes, recreation for 1,200 elderly non-English speakers The better option would be to coordinate with City of Seattle on 4th Ave. This alternative would save on demolition/construction time and save money for the taxpayers that are paying for ALL of these costs!! 4th NOT 5th!! Thank you for taking the time to read this! Best regards, Christine Wynder	Christine Wynder

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested . Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, 1-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Phillip Jones	Phillip Jones

04/28/2022	To whom it may concern, Recent discussions of “realignment” of the WSBLE should lead to an opportunity to reexamine assumptions and cost evaluation that have been considered baseline for the segment so far. Regarding the Interbay-Ballard segment, it is clear that escalating real estate and ROW costs, plus serious impacts of residential and business displacements have made the tunnel below the Ship Canal competitive or lower cost than an elevated line. Sound Transit should seriously weigh cost of the years-long disruptions in freight mobility during construction and afterwards. Therefore, Sound Transit should consider, even at this late date, tunneling all the way from downtown to Ballard, to avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas andmezzanines. Below, I have attached photos of tunnel entrances to Washington DC’s Metro stations, located in the city, often next to buildings. The entries are compact and recognizable, and should be considered as a less expensive alternative to massive elevated structures and unnecessary space taken up by grand entrances and mezzanines. We have waited a long time for light rail to make to our neighborhood, and still have close to two decades to wait. Let’s at least plan to have it go where we want to go (west of 15th in Ballard, a stop that’s proximate to Magnolia, which is chronically under-served by transit), and let’s avoid years of disruption, and plan to tunnel all the way from downtown to Ballard. Thank you for your consideration. Janis Traven 3247 Magnolia Blvd West Seattle WA 98199 206.285.7375 janistraven@comcast.net	Janis Traven

04/28/2022	Lauren Swift Sound Transit 401 South Jackson Street Seattle, Washington 98104 Subject: Comments on the WSBLE Draft EIS I am providing comments on the Draft EIS for the?proposed West Seattle and Ballard Link Extensions? Project. My comments are focused on the Delridge Segment Alternatives of the West Seattle Extension. The text of Section 6.0 (Alternatives Evaluation), particularly Section 6.2.2.1.3 (Delridge Segment), provides summary information on the potential impacts of the Delridge Segment Alternatives based on the more detailed information presented in the Environmental Consequences section. Table 6-3 further summarizes that information. The following bulleted comments focus on comparisons of the key environmental impacts of the Delridge Segment Alternatives presented in Table 6-3: • Transportation impacts: although there would be about a 3 percent lower ridership with implementation of Alternatives DEL-5 and DEL-6 as compared to the projected ridership for the other Delridge Segment Alternatives, both Alternatives DEL-5 and DEL-6 would have lower impacts on roadways during construction. • Potential Displacements: DEL-6 would have the fewest residential displacements (48), with the impact of other alternatives ranging from 70 to 197 displacements. Alternatives DEL-5 and DEL-6 would have the most potential business displacements, but only a difference of 4 to 8 displacements (21 For DEL-5, 20 for DEL-6, and 13 to 16 for each of the other alternatives). The substantial difference in residential displacements seems significant in comparison to the small difference in potential business displacements. In addition, as stated in Section 6.2.2.1.3, “All alternatives except for Alternatives DEL-5 and DEL-6* would displace Washington State Department of Children, Youth, and Families offices; however, Alternative DEL-5 would displace a duplex owned by Transitional Resources, and Alternative DEL-6* would displace the Transitional Resources main office, onsite supportive housing, and adjacent apartment building.” The importance of these differences is not addressed in the DEIS. • Length of Potential Operational Visual Impacts: Alternative DEL-5 would have a visual impact on 0.2 mile, Alternative DEL-6 would impact 0.1 mile. All other Delridge Segment Alternatives would impact 1.0 mile. This represents a substantial difference in impacts. Unfortunately, the table does not include the following statement that is presented in Sections 6.5.1 and ES.5.1: “Visual impacts from elevated guideway in the Delridge Segment (Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, Option DEL-2b*, Alternative DEL-3, and Alternative DEL-4*)” would be “Permanent impacts that could be significant and unavoidable [emphasis mine] . . .”. As further stated in Section 6.5.1, “Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, and Option DEL2b* would have the most adverse effects to historic resources and the greatest change to community character. These alternatives, along with Alternatives DEL-3 and DEL-4*, would impact the most area with sensitive viewers, but impacts would differ among alternatives. Alternative DEL-6* would have the least potential for visual impacts because it would be closer to industrial areas and a lower height west of Avalon Way Southwest.” • Potential Operational Noise and Groundborne Noise or Vibration Impacts before Mitigation: Although the DEIS states that “all impacts can be mitigated,” there is ample evidence that many wheel squeels and other noise of vibration impacts are not mitigated. The important point is that once again, Alternative DEL-6 has substantially fewer impacts (102) versus the other alternatives (178 to 270). • Historic Properties with Adverse Effects: As for other elements of the environment, DEL-6 is the least objectionable, with no adverse impacts as compared to Alternative DEL-5 with 2 resources adversely affected, and the other alternatives adversely affecting 4 to 6 resources. Further, as stated in Section 6.5.1, “Preferred Alternative DEL-1a, Option DEL-1b, Preferred Alternative DEL-2a*, and Option DEL-2b* would have the most adverse effects to historic resources . . .”. • Park and Recreational Resources Impacts: Alternatives DEL-5 and DEL-6 would avoid impacts to Park and Recreational Resources, whereas all of the other alternatives would have impacts on these resources during both construction and operation. Affected resources include: The West Seattle Golf Course (from temporary modifications during construction to long-term effect on use; as noted in Section 6.2.2.1.3, “Preferred Alternative DEL-2a and Alternative DEL-4 would have the greatest impacts on parks entering a tunnel on the west end of the West Seattle golf course. These alternatives would require modifying the golf course and would permanently reduce the playable area.”), Delridge Playfield (from long-term use to temporary construction impacts), Longfellow Creek Natural Area (from long-term operational impact to temporary construction impacts), and The Longfellow Creek Legacy Trail (detour of the trail).	Bill Staeger

The summary information presented in Table 4.2.18-3 (Summary of Preliminary Section 4(f) Use Determinations by Alternative for the Delridge Segment) indicates that both of the Preferred Alternatives would affect many Section 4(f) properties (including use of the West Seattle Golf Course with implementation of DEL-2a). Alternatives DEL-5 and DEL-6 would avoid those impacts, except for de minimus impacts to the Seattle Steel Company/Bethlehem Pacific Coast Steel Corporation.

As noted in Table 6-9, the projected costs of Preferred Alternative DEL-1a ($600 – 700 million) are substantially higher than those of Alternatives DEL-5 ($500 million) and DEL-6 ($400 million). Clearly there is not a financial advantage to the proponent's Preferred Alternative DEL-1a. However, the projected cost of Preferred Alternative DEL-2a ($400 million) is similar to those of Alternatives DEL-5 and DEL-6.

The comparison of alternatives for the Delridge Segment presents summary information for each alternative but does not (1) compare the overall impacts of the alternatives, (2) identify the alternative with the least environmental impact, or (3) provide justification for selecting Alternatives DEL-1a and DEL-2a as the Preferred Alternatives. In short, the DEIS presents important data but does not answer the question: "So what?".

Based on my analysis of the summary information on the Delridge Segment Alternatives presented in Section 6.5, it seems clear that implementation of the Preferred Alternative and the other similar alternatives (Alternatives DEL-1, DEL-1a, DEL-1b, DEL-2a, DEL-2b, DEL-3, and DEL-4) would result in greater impacts than those of Alternatives DEL-5 and DEL-6. Importantly, the DEIS does not provide justification for selecting a Preferred Alternative that would result in significant impacts that cannot not be avoided or mitigated. There does not appear to be any justification for either Alternative DEL-1a or Alternative DEL-2a to be selected as the Agency-preferred Alternative in the Final EIS. Selection of the Agency-preferred Alternative will require a detailed analysis using the information on the impacts of the Delridge Segment Alternatives presented throughout the DEIS and any additional information made available after the DEIS was issued.

Bill Staeger
Bill.staeger@gmail.com
206-724-9992

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Vinod Sangani	Vinod Sanganv

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. West Seattle has been desperate to connect with the rest of the city and after 2 years without our bridge we are suffering both personally and for our small businesses. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Katherine Dee katedee@gmail.com 6321 Beach DR SW Seattle, Washington 98136	Katherine Dee

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Steven Gil shortycruz58@gmail.com	Steven Gill

	2525 180th pl se Bothell, Washington 98012	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what our region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast, (2) reliable, and (3) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. The Westlake station of late is an example of failures on these fronts: broken escalators and elevators with the added complexity of a mezzanine level. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments and I hope we can build a better future of transit together. Katherine Tully	Katherine Tully

	fairer.tamper0g@icloud.com 302 Malden Ave E Apt 1 Seattle, Washington 98112	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. As a resident of West Seattle myself, these last few stations are of particular importance to me. Creating practically designed and carefully located stations to support the highest ridership levels possible is what will most benefit the neighborhood long term. Moreover, overall, Sound Transit must prioritize the rider's experience whenever possible, by keeping stations from going massively deep, and by making transfers from one line to another as quick and seamless as they can be. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton.	Ryan Daley

	(4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Ryan Daley ryandaleyj@gmail.com 6719 41st ave SW Seattle , Washington 98136	
04/28/2022	Hello, Please take the 4th Ave. option. I feel the 5th Ave. option will have a negative impact Chinatown, as I know it since I was born and raised in Seattle. Seattle has become a city I don't recognize anymore...high crime, traffic jams, pricing of housing for rentals and purchases among the highest in the nation just to name a few. Please do not destroy the CID as we know it now. Sincerely, Leslie Wittman	Leslie Whittman

04/28/2022	To the Sound Transit Board of Directors, I am personally joining many community members and organizations in calling for a 90-day extension of the comment period AND a deeper dedication to a culturally-relevant process for gathering feedback from the MANY communities impacted by a project of the scale of the WSBLE in Chinatown-International District. This comment is my own position and not the position of my staff at API Chaya, who has not yet been able to respond to the EIS, though much of my comment is informed by my work at API Chaya. Reviewing the proposals on "ES.3.1.2.2 Chinatown-International District Segment" (pages ES-25 through ES-29), I see that all four options outlined place significant burden on residents, businesses, infrastructure, and community members of the C-ID, even with a commitment to relocation. The neighborhood has experienced so many major shifts particularly during the pandemic and all four options will be yet another significant blow to the livelihood of the neighborhood. I am deeply concerned about the impacts the WSBLE project will have on so many families and community institutions that I serve and partner with in my role as Youth Program Coordinator at API Chaya, which is a community-based nonprofit organization that empowers survivors of gender-based violence and human trafficking to gain safety, connection, and wellness. My team at API Chaya has a long history of conducting outreach in the Chinatown-International District neighborhood to help inform the work we do. When we do outreach to the Chinatown-International District community, we dedicate a lot of time, resource, and relationship building because of the complexity of who makes up this neighborhood. Language accessible outreach must go beyond a handful of translated materials on physical fliers and online platforms. It involves format and platform considerations, the relationality of various language groups, the various cultural protocols that accompany a language, etc. Further, the community that makes up the C-ID extends far outside the physical boundaries of the neighborhood. There are many young people, families, workers, clients, and temporary residents that make up the day-to-day communities of the C-ID, and not all of them are physically in the neighborhood at the same times, on the same days, in the same places. Getting even a small sample of input from these various sectors of the neighborhood takes varied and intentional strategies, each with such deep insight about the needs of their community. Unfortunately, there is a legacy of many institutions' infrastructure projects (from the building of I-5, the many sports stadiums, and the Streetcar, for example) where the C-ID community has lived the negative consequences of ineffective, or improper, or negligent outreach strategies. Even getting input from my staff at API Chaya, which has been serving many communities in and beyond the C-ID for over two decades, takes time. At present, our agency does not have a response to the draft EIS because we have not had enough time to be able to digest and respond as a staff in time for this comment period. Survivors of gender-based violence and human trafficking in our communities have a significant disadvantage when it comes to access. Many families I work with and know personally rely on the C-ID as a go-to place for breaking isolation and finding resources. This is an invaluable neighborhood to so many survivors and their input on changes to this neighborhood are easily missed by large institutions. That said, I call upon Sound Transit to also commit to doing diligent feedback-gathering in the Chinatown-International District neighborhood and extending the commenting period on this EIS by 90 days. Sincerely, Robert Gavino (they/them pronouns) Youth Program Coordinator robert@apichaya.org On the unceded ancestral lands of the Duwamish people ~ click to learn more	Robert Gavino

	www.apichaya.org Facebook | Instagram | Website Office line: 206-467-9976 Help line: 206-325-0325 Toll free: 1-877-922-4292	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Mackenzie Clark mackenziem.clark@gmail.com	Mackenzie Clark

	12109 NE 171st Pl Apt B303 Bothell, Washington 98011	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement. Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Madeline Yan rhythmmad@gmail.com	Madeline Yan

	628 11th Ave E. Seattle, Washington 98102	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Matt Weatherford mbw@uw.edu	Matt Weatherford

	2312 NE 113th St Seattle, Washington 98125	

04/28/2022	Hello! I'm writing today to submit comments on the EIS for West Seattle Ballard Light Rail Extension. More specifically, the C/ID Light Rail Station. My preference is whatever option will do the least amount of harm to the C/ID community. The C/ID has been a 2nd cultural home for me ever since I moved to Seattle. I'm not a fan of all of the options present… However I do think the 4th Ave S options are better as they seem to have less of an impact on the neighborhood. I think Sound Transit should do an equity analysis to learn from the construction impacts of the King Dome and the Street Car on the neighborhood to identify additional strategies to support small businesses in the neighborhood. There have been so many examples of how transportation planning has failed BIPOC communities in the past, especially in the C/ID. This is a real unique opportunity for Sound Transit to be a leader in uplifting not just bold transportation choices, but support building community as light rail infrastructure expands. The worst case scenario would be for the tunnel to reopen to have the surrounding neighborhood completely gone. I hope that Sound Transit leads not just with equity, but compassion as a key employer and neighbor in the immediate area. Thank you for your consideration. -Ben Han Ben Han | ben.han7@gmail.com | 206-446-1826	Ben Han

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Michael Barrows mbarrows72@yahoo.com	Michael Barrows

	5126A 159th Pl SW Edmonds, Washington 98026	

04/27/2022	Dear Sound Transit Board & Mr. Foster, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family-owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off-ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion, given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). If you would like to speak in person on additional details around the scope of this request, please don't hesitate to let me know. Sincerely, Douglas Kikendall & Sarah Silbovitz	douglas Kikendall

04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Lisa Barnes
04/28/2022	Please put the link light rail system through the tunnel. I think that is WSB3-A	Steve Lorentzen

04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Cary Clark

04/28/2022	Dear Councilmembers and Sound Transit I was saddened to receive an email last night from The BladeGallery and learn that their business in jeopardy. I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle) and disappointed to learn that a business that is still new to your city (2 years), its citizens and creative community may be loosing their storefront. A small business that is still investing in your community with renovations and developing their facility to fully support their customers, may be sent packing. I have known about BladeGallery for many years, I have yet to find another business in the cutlery market space with such a diverse offering of knives (supporting more than 600 artisans from around the world) and this level of quality (hand crafted, forged durability). No other business brings this many brands to one accessible location. I would love to visit their new larger storefront and the opportunity to attend one of their classes such in knifemaking, forging, culinary knife skills, and sharpening. Learning that they are in danger of their loosing their new location, being taken through eminent domain, for the DUW-1a and DUW-1b Light Rail paths is unfortunate. I recognize the importance of rail transit and public transportation but please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Their little corner of your city serves them and the community well as it ties in with neighboring business's as well. Seaport Steel Lindmark Machine Works Decorative Metal Arts Lawless Forge and SCR Studios These businesses support each other and the hard working, creative community of crafters. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. Please, visit The BladeGallery Showroom, experience this amazing building and what it has to offer before making your decision. These are not products you will find at a big box store. BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Johnathan Frania BladeGallery Inc Customer from the other side of this amazing country: Home address: 164 Springhouse Rd Allentown, PA 18104 Email:coldmm803@yahoo.com	Jonathan Frania

	Phone: 570-574-4375	
04/28/2022	Hi Light Rail planners, I use the light rail regularly, for both work and leisure. I am excited about the new extensions! It is important that the MAIN TRUNK remain reasonably continuous. I heard that you are considering running the current southern portion over to West Seattle, so a train change is required to continue further north between the airport and regions to the north. Please do not do that! As someone who actually uses transit, it is important for you to know in the design office (where, frankly, I assume most of you don't actually depend on the system you're building) every single transfer means I have to add about 15 more minutes to my scheduled commute, to accommodate wait time and early or late arrivals of one train (or bus) or the other. For someone actually trying to get somewhere, every minute counts. Please keep the main north/south route intact! Please do not force thousands of people into unnecessary and confusing transfers that reduce usability of the system. We need more people to get out of their cars and into the train, and that means efficient design for seamless ease of use. Build all branches off one intact main trunk, please. Thank you, Susan Zeman	Susan Zeman

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Sten Iverson st.sten@gmail.com	Sten Iverson

	3404 21st Ave W Seattle, Washington 98199	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Andreas Keller altk01@gmail.com	Andreas Keller

	2020 8th Ave N Seattle, Washington 98109	

04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Elizabeth Stanton

04/28/2022	Generally agree with the future of Light Rail for West Seattle (Delridge to WS Junction). Note: Sound Transit originally proposed an actual Junction Station. In some of the alignment options, including the Preferred Option WSJ-2, Sound Transit is proposing to shift the "Junction Station" east of Fauntleroy which is outside of the "Junction" area. This seems to be in conflict with the original proposed intent for the Junction Station. Concerns with Draft EIS Alternatives: The Draft EIS is focused on Construction Costs for its preferred alternatives versus Total Cost based on community impacts. The impacts of non-construction costs should be quantified in monetary terms and added to each of the options to represent a clear "Total Cost" (Construction Cost and Non Construction Cost Value). Light Rail is a long term investment! This evaluation should not be shortsighted and based on Construction Costs alone! Low cost does not translate to being the best alternative. The non-construction impact costs include, but are not limited, to the following: Impact to existing and/or adjoining residential neighborhood areas in terms housing demo. Elimination of livability for adjoining neighborhoods in terms of noise, view obstructions (guideway locations and guideway heights). Loss of existing and/or established housing and/or living units (condos/apts.). Loss of Rental Assisted Housing (RAH). Cost and Timeframe to replace housing eliminated by each alignment option especially RAH. Recommendations: Pursue alignment options that are largely in existing commercial and industrial zoned areas that are largely underutilized and/or under developed. These areas exist as buffers from residential/housing areas and should be targeted and used as such for the purposes of light rail alignment and station locations. Pursue alignment options that have lower level stations for ease of accessibility. Pursue alignment options that lessen the impact/livability to existing (including adjoining) residential/neighborhood areas by reducing infrastructure obstructions as much as possible. Pursue alignment options that do not substantially reduce the existing built housing inventory. The Tunnel alternatives in the draft EIS mitigate/reduce several of the negative impacts listed above. Conclusion: This is an opportunity to preserve and enhance West Seattle for the long term! Sound Transit and the Sound Transit Board should pursue alignment and station location options that mitigate/reduce negative impacts of light rail infrastructure to the community as a whole. The Tunnel options (WSJ-3a, WSJ-3b, WSJ-4 and WSJ-5) substantially reduce the negative impacts and should be pursued. Thank you for the opportunity to comment. Sincerely, Mike Campagnaro, Family living within 4700 Block of 38th Avenue SW. Also have received notice from Sound Transit that certain other owned properties may be potentially affected. 206-354-5235	Mike Campagnaro
04/28/2022	Dear city council I am writing you regarding the light rail project that is potentially going to affect Blade gallery at 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980. Blade gallery is a big part of my small business and it would be a extremely detrimental to my business if they taken out by this light rail project. Thank you for your time Mike Clark 683 high st n monmouth OR 97361 360 703 8036	Michael Clark

04/28/2022	Manager DEIS Comments, When are these expected to be completed? 2075? Brad Reynolds bbr8380@gmail.com 669 s. King st Seattle, Washington 98104	Brad Reynolds
04/28/2022	Hi! As a seattle resident that frequents the areas in the CID Id like to comment that 4th Ave options for sound transits new routes to be constructed seem like the better option as opposed to 5th Ave. this seems the best constructed route to minimize damages to local neighborhoods and businesses. Thanks for your consideration, Sarah B	Sarah Blucher
04/13/2022	I am a King County voter who just moved from Bellevue to Seattle. It is shocking to hear that King County might place Sound Transit construction on 5th Ave so that a large portion of Chinatown International District will be closed for years for light rail construction and businesses will be wiped out. I urge you to choose the option with least impacts: 4th Avenue viaduct partnership with City of Seattle. King County and City of Seattle have done many great collaborations. I hope this time you will choose collaboration than convenience because Chinatown International District is a very important reason why we Asians are here. We would like to celebrate the diversity and openness of Seattle generation after generation. Sincerely, Ling Zhuang	Ling Zhuang

04/27/2022	Dear Council members and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sq ft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife-making community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Sincerely, A BladeGallery Inc Customer Bern Sponenburgh PO BOX 1206 Flagler Beach, FL 32136-1206 Email: Sponiebr@yahoo.com	Bern Sponenburgh

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Cutter Hays BladeGallery Inc Customer: Home address: 506 Canyon dr. Unit 78, Oceanside CA 92054 Email: vetch@pacbell.net Phone: 7606857474	Cutter Hays
04/27/2022	The Chinatown-International District is a National Historic District and that designation should be respected as development decisions for this project are under consideration that impact this neighborhood. There should not be any erosion or loss of property ownership in particular in the designated historic core. Protection of the history and culture of the neighborhood should be paramount. It seems ridiculous that such a possibility is even under consideration. This historic residential neighborhood is an extremely fragile one. Past public development projects and the on-going pandemic have stretched paper thin the community's resilience. We need outside changes and development to tread very carefully to keep the community intact for our future. Thank you. Jerry Chihara Chihara Architect 307 6th Avenue So. B Seattle, WA 98104 206.381-3961	Jerry Chihara

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. I really cannot stress this part enough. In this day and age, when we are drowning in cookie cutter chain store fronts, it is crucial to keep alive a business such as Epicurean Edge. There is literally no place to take knives to get sharpened properly except for this place. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Heui Young Joo 12611 95th pl Kirkland WA 98034	Heui Young Joo

04/27/2022	Hello, I request my comments below be registered regarding the Draft Environmental Impact Statement for extending light rail to West Seattle and Ballard. ES.3.1.1.2. Duwamish Segment The elevated options that will run over top of Pigeon Hill (and not illustrated) will be very unsightly and not appropriate for the height of the hill not to mention the steep climb that will be necessary for the rail cars. For that reason I believe the Northern Crossing DUW-2 option is best. ES.3.1.1.4. West Seattle Junction Segment If you must bring light rail to the West Seattle Junction (why wasn't a High Point option offered) one of the tunnel alternatives must be used. The elevated options are too destructive be considered. Beacon Hill's tunnel works well. We'd prefer tunnel options because is no available land on the peninsula for the large number of residences and businesses that you need to accommodate by relocation. ES.4 Avoidance, Minimization, and Mitigation Measures I am wondering how the Master Plan assists West Seattle commuters during construction of this project. It has been proven we need more viable options in and out of West Seattle. How about another low level pivoting bridge from Harbor Ave thru Harbor Island to First Ave almost duplicating what the current low level bridge provides and providing a flow of traffic to SoDo. Thank you for reading and logging my concerns. Cynthia McComish 4601 SW Stevens Seattle WA 98116	Cynthia McComish

04/27/2022	Dear Councilmembers and Sound Transit I have been a customer at BladeGallery's Epicurean Edge in SODO (Seattle) for quite sometime. This last fall, they moved from Kirkland, WA to Seattle. I made a trip from Chicago to specifically visit them and was excited about their new larger storefront, and looked forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Tony Pikus BladeGallery Inc Customer: Home address:6350 N Hoyne, Chicago, IL 60659 Email: toly13@yahoo.com Phone:847-877-2093	Tony Pikus
04/27/2022	Hello, I live on 6th and Weller. If the plan was 5th Ave, it would definitely cause us to move out of neighborhood we love. I urge for the 4th Ave plan to be considered. I understand the 5th cost less and less disruptive to traffic but it would continue to push out communities that have constantly been pushed out. I also would like to note the public engagement has been terrible, especially towards younger (20-40s age) audience such as myself. I understand you did public forums but it did not outreach effectively to younger, working demographics. Only way I learned about was literally tik tok video and then pulled up article after googling. Your engagement to audience that does not read "traditional news" needs to be better to get their opinion. I take the light rail to work from ID station to Westlake, and not once saw single advertisement or note. We did receive mailer but it was not made clear the level of disruption. Here is the tik tok video that made me aware of the issue: https://www.tiktok.com/@janellebentley/video/7091423761442000174?lang=en	Lauren Alfiler

04/27/2022	Hello! Hope you're doing well! I'm Lucy Jiang, a senior at UW in the interdisciplinary Honors program. This quarter, I am taking a class on the urban ecology of Seattle, and we have been investigating how the environment, both natural and human-made, can have lasting impacts on race and social justice within a city. We have discussed the influence that public transportation can have on a neighborhood, both good and bad. Based on our discussions in class, I was inspired to look into the new light rail station options that have been proposed for the Chinatown-International District and to weigh in on this issue. I believe that CID-1a, the 4th Avenue Shallow station, is the strongest option for the new light rail station in Chinatown-International District. Below, I present a few key reasons for this decision. Benefits of Having a Shallow Station Go Beyond CID The Urbanist describes how a shallow station can greatly decrease transfer times. People who are transferring trains (a number that is presumed to be high, considering the central location of the station) will benefit since the time needed to transfer trains will be cut in half. All riders will benefit since having a shallow station in CID will likely mean that the station in Midtown will be shallower as well. Shallow Stations Address Accessibility Concerns Furthermore, I believe that having a shallow station has significant accessibility benefits for wheelchair users. Although I am not a wheelchair user, I have friends who are. It is important to consider that keeping the station as shallow as possible will allow wheelchair users and other riders with mobility disabilities to transfer as quickly as possible without being held up by delays with elevator services at peak times. Shallow Stations Provide Connection Flexibility Based on the notes provided in the Draft EIS, CID-1a and CID-2a are more desirable as they connect to all SODO and Downtown segment alternatives. There is significantly less flexibility associated with CID-1b and CID-2b, and CID-1b does not connect to the preferred at-grade station option at SODO. 4th Avenue Leads to Less Disruption of Businesses and Communities Lastly, and perhaps most importantly, constructing a new light rail station on 4th Avenue will be less disruptive than the proposals for stations on 5th. While this may take longer and cost more than alternatives on 5th Avenue due to needing to replace the 4th Avenue South Viaduct, these are short term barriers - I believe that the economic impacts of shutting down businesses in the historical district will last generations. Many Asian families and Asian-owned businesses have been hit especially hard during the COVID-19 pandemic. Based on case studies of past light rail creation, we have seen how this can cause either temporary or permanent displacement of families and communities. As Chinatown-International District gradually revives in a "post-pandemic world", it would be devastating to shut down the core businesses along 5th Ave that are just beginning to thrive again. As a daughter of Chinese immigrants, I have many fond memories of visiting bakeries in the area with my family and friends and I am deeply grateful to live so close to a place that celebrates and welcomes Asian Americans in Seattle. Because of its lower impacts on businesses and families in CID, 4th Ave is a better choice for preserving and respecting the history, economic activity, and community in the CID. As discussed in my class, the introduction or expansion of public transit can vastly transform an area for better or for worse. I hope that Sound Transit will listen to the wishes of stakeholders within the CID, as well as those of other key groups such as disabled folks, to move forward with CID-1a (4th Avenue Shallow Station) option. I look forward to the great benefits that the expanded light rail will bring. Thank you so much for your time and hard work! Best, Lucy Jiang University of Washington Class of 2022	Lucy Jiang

04/27/2022	Hello, My general comments follow. First and foremost, design the system for transit riders and the optimal rider experience. Traveling between the station platform and the surface should be quick, straightforward, and reliable. Transferring between transit lines should also be quick and easy, especially at the major transfer points at Westlake Station and International District/Chinatown Station. Build the system to maximize ridership. Design a good rider experience and ridership should follow. Design the system to be easy to expand. Ideally, West Seattle Junction will not be the southern terminus for long as the line extends south to White Center and Burien. Likewise, Ballard should not be the northern terminus for long as the line extends north to Greenwood and perhaps east to Wallingford and the University District. Meanwhile, a future Aurora rail line may link up with the new Downtown light rail tunnel near South Lake Union Station. Planning with expandability in mind could save billions of dollars and numerous headaches down the road. Station locations should unlock transit-oriented development (TOD) opportunities to the highest extent possible. A station isn't just a transit stop, it can be a catalyst for neighborhood development and housing growth. Construction impacts are important but shouldn't solely determine a 100-year investment. It is crucial we pick the right station for the future of Seattle and grapple with the construction impacts that entails. Closing a busy road for a few years is a small price to pay to add a light rail line that will last centuries. The priority in mitigating construction impacts should start with prioritizing pedestrian access, transit operations, and bike routes. Cost is an important factor, but we shouldn't shy away from big investments where there is a high return. Mostly we are worried about building this right, but we can't dismiss costs, especially since some high-ticket items will require third-party funding, which could be difficult to secure. Controlling costs is also key to avoiding delays to these much-needed transit lines. My station-specific comments follow. West Seattle Junction – Please move forward with the Medium Tunnel 41st Avenue Station alternative. It is appropriately in the heart of the neighborhood, has the least displacement impacts, and it is relatively affordable. I live nearby and would use this station all the time for shopping, to go to entertainment and recreation designations, and to commute to work. I like how this station is centrally located between multiple grocery stores, existing apartment buildings, and many other shops and activities. Please avoid further advancement of the Fauntleroy Way elevated station, which has a ridiculous proposal to demolish a newly built multifamily buildings at a very cost and displacing hundreds of residents. The station should also be futureproofed to future extensions to the south, very frequent headways such as less than 2 minutes, and higher passenger loads. Avalon – I prefer the retained cut alternative of the Avalon station (WSJ-5), because it is the option that fits with the Junction tunnel station, it is the best option for bus transfers (near the corner of Avalon and 35th), and it doesn't require any third part funding. I like that the station would be close to the surface and easy to access. I oppose any notion of cutting this station, since the walkshed would not really overlap with the Junction given the distance and the uncomfortable pedestrian environment of Fauntleroy Way, and the fact that there is a lot of housing and businesses immediately around the proposed location. This station was also promised to the ST3 voters. I would likely also this station a lot because I live nearby. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads. Delridge – The best alternative is Elevated Andover Station Lower Height Alternative (DEL-6). This pairs with the best retained cut Avalon station and it is much cheaper than the preferred alternative. It's not the greatest location, though, and I encourage further study of possible alignments to get the station was close to Delridge Avenue as possible, preferably over the street itself, to ease bus transfers and minimize property takings. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads. Sodo – The best alternative here is a Mixed Profile station (SoDo-2) that avoids demolishing the post office facility and saves the Sodo busway, by moving the station further north. Demolishing the post office is a needless expense and would have major impacts from disrupting an essential public service that supports	Scott Bonjukian

	the Seattle community. Also the pedestrian overpass of 5th Avenue South appears unnecessary, so that use of the post office property appears a low value add. The Sodo busway is an amazing transit facility, and transit-only right-of-way is a rare and precious commodity that needs to be preserved forever. The station should also be futureproofed to allow frequent headways such as less than 2 minutes, and higher passenger loads. Chinatown-International District – The shallow 4th Avenue alternative (CID-2a) makes the most sense because it has the least community impacts and it integrates well with the surrounding transportation and transit network. Avoid the deep 4th Avenue option because it creates unacceptable passenger movement times between the platform and the surface and transferring between lines; I would personally be very loathe to use any deep station because of the length of time it would take the traverse. I like the idea for an underground community market to create business activity and provide retail and serves to travelers. The shallow 4th Avenue option should be studied for an even shallower option than shown in the drawings, nearly level with the existing station, to make passenger access and transfers easier, faster, and less reliant on mechanical conveyance. Consider placing the station over the existing transit tunnel instead of underneath it, to help achieve a shallower Midtown station adjacent. Passenger transfer times must be much less than 4.5 minutes. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads. Midtown – Although I like the idea of utilizing freeway right-of-way and bringing a station as close to First Hill as possible, the 6th Avenue alternative interferes with historic Freeway Park and creates significant complexity with the ongoing project to lid Interstate 5 in this location (more info on City of Seattle website, see 2020 feasibility study: https://www.seattle.gov/opcd/ongoing-initiatives/lid-i-5-feasibility-study#whatwhy). The 5th Avenue station alternative (DT-2) is superior because it has a more established walkshed with important uses in the area like the central library and it apparently will be a less deep station, but it could be shallower (it appears that being 140' deep or less could allow escalators to be feasible). A more shallow station at Chinatown-International District (see comment above) should help this station become much more shallow, easier to access, and have less reliance on mechanical conveyance systems. Build in ample elevator redundancy and make the elevators connect the surface to the platform as closely and directly as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads. Westlake – There are development plans on the station site for the 6th Avenue alternative, so the 5th Avenue alternative (DT-1) is really the only way to go. Again, the station needs to be made as shallow as possible to allow easier passenger transfers and less reliance on mechanical conveyance systems. Study ways to improve ease of use and redundancy in elevators and escalators, and find ways to make access and transfers as fast as possible. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads. Denny – The alternative located at Denny Way and Westlake Avenue (DT-1) is superior and should be selected; the option is shallower and better connected to other transit. I would definitely use this station a lot because of its central location and connection to the Route 8 bus. The station should be studied to be as shallow as possible, in sync with the adjoining stations, and have robust vertical conveyance. The station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads. South Lake Union - The Harrison Street alternative (DT-1) is the less bad option included. But both the alternatives at Harrison Street and Mercer Street bad station locations surrounded by major roads and highways, with almost nothing to walk to or TOD opportunities. I would probably never use this station because it doesn't connect to anything. Explain why a more central station location around the intersection of Westlake Avenue and Republican Street was not studied - and then go back to the drawing board and study a station in that location that actually serves the central core of the South Lake Union neighborhood. I would use a more central station access to South Lake Union Park, MOHAI, and businesses in the area. If sharp turns are needed, there is precedent for that at Westlake Station where trains have to slow down anyway as they approach the station. The South Lake Union station also should be designed as shallow as possible to minimize passenger movement times, and the station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads. Seattle Center – The Republican Street station alternative (DT-1) is far superior because it is shallower, it would be easier to passengers to navigate, and it is much more central to all of the destinations and activities at Seattle Center. I would use this station a lot to access Climate Pledge Arena, the Armory, the	

	Space Needle, and the many events and festivals that take place at Seattle Center. I would be less happy to utilize a station location on Mercer Street, which is on the edge of the campus and involves a very busy and uncomfortable street for pedestrians. I sympathize with concerns raised about potential tenant disruptions at Republication Street, and perhaps one way to mitigate this is by locating the station slightly further east by the International Fountain. Sound Transit should work to mitigate impacts to arts organizations to the extent possible, but ultimately please look out long-term about what is best for ridership and access over the future life of the system (100 years and more). The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads. Smith Cove – The preferred alternative of Galer Street (SIB-1) makes sense due to the cost advantage and the good connections to the neighborhoods, the major office campus there, and the Elliot Bay Trail. The other station location alternatives have considerable impacts to the Queen Anne greenbelt. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads. Interbay – The Retained Cut 17th Avenue Station (IBB-2a) is the best alternative because it sets up a better connection to Ballard. But also please go back to studying to advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. The station should also be futureproofed to enable very frequent headways such as less than 2 minutes and higher passenger loads. Ballard – Explain why a central Ballard option (such as on 17th, 20th, or 22nd Avenue) has not been studied. Then, please reopen a study on that option so that a station that actually serves the center of the neighborhood is considered. I would be hesitant to use a 15th Avenue or 14th Avenue station because those stations are nowhere near the restaurants and business that bring me to Ballard. A 15th or 14th Avenue station is as far as away from the heart of Ballard as Pioneer Square is from Westlake. If located in a tunnel at 15th Avenue (IBB-2b), which would be preferred among the two currently, a station entrance must be located on the west side of 15th Avenue. The best Ship Canal Crossing alternative is a fixed-high bridge because it avoids reliability problems that a drawbridge presents. Remove a moveable bridge from consideration. If a taller bridge is not possible due to Coast Guard considerations, then a tunnel is better option that might end up costing the same (e.g. 20th Avenue Station/Thorndyke Tunnel Portal alignment). The Ballard station should also be futureproofed to enable future additional lines (such as with stub tunnels), very frequent headways such as less than 2 minutes, and higher passenger loads. Thank you, Scott Bonjukian 3213 Harbor Avenue SW, Seattle, WA 98126	

04/21/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Steven Neuman stevenrneuman@gmail.com	Steven Neuman

	6723 13th Ave. NW Seattle, Washington 98117	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Angela Buck angelaapples316@yahoo.com	Angela Buck

	811 NW 83rd st Seattle, Washington 98117	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In addition, transfer points must provide next train boarding for those transferring in for the system to be successful - riders who have to wait for multiple trains at a transfer point, become non-riders. In Ballard: Build a tunnel under the canal. The bridges won't work, and the Coast Guard just put the final decision in on that. As such, reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. The station belongs in the heart of the density. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien.	Catherine Weatbrook

	Thank you for your consideration of these comments. Catherine Weatbrook catherine.weatbrook@gmail.com 8926 23rd Ave Nw Seattle, Washington 98117	

04/22/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Charles Tishman ctishman@mac.com	Charles Tishman

	6733 24th Ave NW, Apt. 9 Seattle, Washington 98117-5854	

04/22/2022	Manager DEIS Comments, The station should be closer to the core of Ballard. With the changes to the height requirements for the bridge it makes sense. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments.	Kathy Qin

	Kathy Qin mx98829@gmail.com 2801 NW 60th St Seattle, Washington 98107	

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	7107 32nd Ave NW Seattle, Washington 98117	

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	6522 Phinney Ave N Apt 303 Seattle, Washington 98103	

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	7417 48th Ave S Seattle, Washington 98118	

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	8551 Greenwood Ave N Unit 601B Seattle, Washington 98103	

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	4002 50th Ave SW Seattle, Colorado WA 98116	
04/28/2022	Dear Sound Transit, I'm so glad we are expanding the light rail. However, I do not want to destroy the communities in order to expand this public transportation system. Especially thinking of the CID station and the proposed destruction to the center of the neighborhood, we must adjust our plans. The current plans would destroy an extremely important part of the neighborhood and the city of Seattle that we would not get back. The center of this CID neighborhood is the heart of CID and holds such valuable cultural and historical significance. Seattle would lose a huge piece of its soul by destroying the CID. Not to mention toys would be the continuation of racist displacement that Seattle has actively championed thought our history. It's time for us to make better choices. We must value the lives of the people that live and work in the CID, especially as we have repeated failed to value them in both our distant and very recent pasts. Please do not destroy the CID for the light rail. It is not worth the cost; it is not worth the soul of Seattle. Thank you for your time, Olivia	Olivia Heath

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, James Yalowitz Vice President KIDDER MATHEWS 601 Union Street, Suite 4720, Seattle, WA 98101 T 206.296.9627 M 425.890.4554 | james.yalowitz@kidder.com | kidder.com	James Yalowitz

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Best, Nisha Nariya	Nisha Nariya

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Sugandhan Venkatachalam	Sugandhan Venkatachalam

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04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Avani Nadkarni	Avani Nadkarni

04/28/2022	To Sound Transit Board Members and Seattle City Council Members, My name is Nico Bucaro and I am a resident of the 3rd district in Seattle. The very first place I ever saw in Seattle upon visiting was the international district, and since then I have only learned the cultural and historic importance of supporting this neighborhood, these businesses, and most importantly the people who make it up. Please consider the community implications that would occur if you were to do construction on 5th: Disruptions to 300 businesses, who have already been battered by the pandemic, higher than ever anti-Asian hate crimes, and criminal violence Endangering the lives of 1,200 elderly by blocking access for emergency vehicles with street and sidewalk closures Disruptions to schools, daycares, and programs serving thousands of children and youth Please listen to the community and do the least amount of harm in this construction, move forward on 4th and not on 5th. Thank you, Nico Bucaro Nico Bucaro She/They	Nico Bucaro
04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead% Kirsten Roth Queen Anne resident	Kirsten Roth

04/28/2022	To Sound Transit Board Members and Seattle City Council Members, Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention the disruptions to 30 immigrant businesses would permanently close or force them to move due to 5th Avenue construction. Sound Transit, take 5th Ave. off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! thank you for your consideration, Anika Major	Anika Major
04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BRUCE MACKINNON BladeGallery Inc Customer: Home address: KAMLOOPS BC CANADA Email: BRUCEMACKINNONRV@YAHOO.CA Phone:	Bruce Mackinnon

04/27/2022	Dear ST3/transit folks, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Please re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of the tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevated train and guideway on Elliott will be an eyesore. Locate station on west side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank operations. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand. Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Thank you for your consideration. Chris Covert-Bowlds, MD, 523 North 84th St, Seattle, WA 98103, transit rider and daily bicycle commuter	Chris Covert-Bowlds

04/27/2022	Hello = this is obviously a cut and paste email but I do agree with these comments and propositions. Thank you. Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank operations. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand. Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Jeannie McGinnis MOBILE: EMAIL: ADDRESS: 206-947-2699 jeanniemcginnis@comcast.net 7049 Jones Ave NW Seattle, WA 98117	Jeannie McGinnis

04/27/2022	Our house is 4049 32nd Ave. SW. 98126 We strongly support choosing the long tunnel preferred alternative (DEL-2a or DEL-2b + WSJ-3a or WSJ-3b). We strongly oppose the "Short" and "Medium" tunnel alternatives (WSJ-4 and WSJ-5), both of which would result in significant displacement and environmental impacts in the Yancy/Avalon/32nd Ave corridor. Particular concerns with the "Medium Tunnel' alternatives include: (1) displacement of Transitional Resources on Avalon Way; (2) more housing displacements on and adjacent to 32nd Ave SW than preferred alternatives; (3) accessibility of remaining residences given the alignment of guideway near the corner of 32nd Ave SW and SW Andover St; (4) construction impacts from excavation of retained cut; and (5) operational visual/noise impacts to remaining residences along 32nd Ave SW, SW Andover St, and SW Genesee St. (6) mitigation of construction and noise impacts for the residents of 32nd Ave. SW. and Fauntleroy Way, SW. will require expensive concrete barriers for noise mitigation from the onset of the project and also to protect the residential neighborhoods from the train noise ongoing. Re: Avalon Station Further, we suggest the removal of the Avalon station as it combines a high foot/bike/transit traffic location with the entrance to the West Seattle Bridge making it dangerous for people coming to and from such a station. Additionally, the Avalon station will further add traffic and parking impacts to our Avalon neighborhood, already inundated with a lack of parking, resulting in crosswalks being blocked by vehicles, making pedestrians less visible and at elevated risk with crossing the street. Adding 1200 daily boardings to the Avalon station will further put families and their children at increased risk in our Avalon neighborhood. Sincerely, Vince Ferriols and Myra Ferriols 4049 32nd Ave. SW. 98126 Myra 206-818-8746 Sent from my iPhone	Myra Ferriols

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Narita Ghumman Narita	Narita Ghumman

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Jayshree Parekh	Jayshree Parekh

04/27/2022	Greetings, I support the recommendations of the Magnolia Community Council, which are summarized below: In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Dorothy Craig 142 N 75th St. Apt 1 Seattle, WA 98103 Dorothy@dpcraig.com 206-380-5621	Dorothy Craig

04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Alice Woldt

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Surendra Parekh	Surendra Parekh

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to COVID it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Thomas Waithe. TOM WAITHE GENERAL MANAGER THE ALEXIS ROYAL SONESTA HOTEL 1007 First Avenue, Seattle, WA 98104 T: 206-340-6727 | sonesta.com	Tom Waithe

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Chen wei chun Home address: No. 13, Shuiyuan Rd., Sanmin Dist., Kaohsiung City Taiwan (R.O.C.) Email:mj23kvl@yahoo.com.tw Phone:0937622193	Chen Wei Chun

04/28/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead Thank you very much. We are looking forward to this great new service. Janice Brookshier	Janice Brookshier

04/28/2022	Dear Council Members and Sound Transit: I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knife making, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knife makers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knife making community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Tyler Cluverius Seattle, WA 98117 tynlol@earthlink.net 206-228-8277	Tyler Cluverius

04/28/2022	Dear Councilmembers and Sound Transit I'm a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. It's pretty much the only sharpening service in south seattle as far as I know. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, -Matt Selby BladeGallery Inc Customer: Home address: 4321 15th Ave S, Seattle, WA Email: admiralzing@gmail.com Phone: 206-214-5180	Matt Selby

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredictable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 All the Best, BladeGallery Inc Customer: Bernard Harguindeguy Home address: 95 Encino Rd., Atherton, CA 94027 Email: bernardharguindeguy@yahoo.com Phone: 415 218 1639 Bernard Bernard Harguindeguy 415 218 1639	Bernard Harguindeguy

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04/28/2022	Dear Council members and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, John and Margaret Way, BladeGallery Inc Customers 8440 West Mercer Way Mercer Island, WA 98040 206-232-0604 pjway@comcast.net	Margaret Way

04/28/2022	I have been informed that BladeGallery/Epicurean Edge may be forced out of business due to an eminent domain taking of their property for your proposed light rail system. While I recognize the importance of mass transit improvements for both citizen convenience and the environment, losing a rare and valuable resource like Epic Edge will be great loss to consumers and the general public not only in the Seattle area, but to people like me around the world that have enjoyed the unique business and services that Epic Edge provides. Epic Edge has informed its customer base that losing their brick and mortar location may cause them to cease operations. This would be a great loss that will unlikely be replaced by any other business. I would encourage you to find an alternate solution to the light rail system that would not only allow your system to proceed, but allow Epic Edge to remain at its current location to continue to serve the public. Small businesses like Epic Edge need the protection of government to allow them to compete in today's highly volatile business environment. We all know businesses that have suffered and closed due to Covid. Let's not lose another viable business that's an asset to the Seattle community and to the Epic Edge community across the country and around the globe. Regards, Marc Cornell 12403 Triton Springs Drive Midlothian, VA 23114 804-218-5462	Marc Cornell
04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested.	Avneet Atwal

	Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Avneet Atwal	

04/28/2022	Dear Council members and Sound Transit, I am writing to you about the actions you are about to take in legally stealing this companies business. Giving them a fair market price is no where near fair compensation for all the unpaid actions they have done and will need to do if this happens. Stand in their shoes and ask about their greater good. Look in the mirror and reflect on the harm you will do to the individual. I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Greg Hindman BladeGallery Inc Customer: Home address: 5128 Nathan Loop SE Auburn Wa 98092 Email:greghindman@comcast.net Phone: 253-486-5161	Greg Hindman

04/28/2022	As a lifelong Magnolia resident, I am very interested in SDOT's plans for the Interbay-Ballard corridor and want to voice my opinion as to the options that best serve the Magnolia- Queen Anne-Ballard communities. Please consider these comments in your planning. In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by reopening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Erle Cohen	Erle Cohen

04/28/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Home address: 8425 228th ST SW Edmonds, WA, 98026 Email: debbychan@me.com Phone: 206-349-1819	Deborah Good

04/28/2022	Dear Councilmembers and Sound Transit, I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail path alternatives. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please consider the following comments on the appropriateness of Alternative DUW-2, which does not eliminate this unique business: As stated in Paragraph 4.2.2.3.3, Alternative DUW-2 would not convert any single- or multi-family residential land or City-owned open space to a transportation use. As shown in Table 4.2.3-2 and stated in Paragraph 4.2.3.3.3, Alternative DUW-2 would displace the fewest employees – about 40% fewer than other alternatives. As stated in Paragraph 4.2.5.3.3, Alternative DUW-2 would have the least change to the visual character in areas with concentrations of sensitive viewers and the least impact on visual quality of all the Duwamish Segment Build Alternatives As stated in Paragraph 4.2.7.3.2, Alternative DUW-2 would have the fewest noise impacts of all the Duwamish Segment Build Alternatives – about 90% fewer than other alternatives. As shown in Table 4.2.8-1, Alternative DUW-2 would introduce the least square footage of total new impervious surface by a significant margin – less than 10% that of other alternatives. As stated in Paragraph 4.2.8.3.3, Alternative DUW-2 would not require relocation of any outfalls. As shown in Table 4.2.9-2, Alternative DUW-2 would have no effect at all on Alternative Wetlands, Wetland Buffers, and Biodiversity areas. As stated in Paragraph 4.2.11.3.3, Alternative DUW-2 would avoid the steep slopes on Pigeon Point, offering the greatest slope stability and least landslide risk, thereby avoiding the need to construct retaining structures. As stated in Paragraph 4.2.14.3.3, Alternative DUW-2 would not be expected to require relocation of Fire Station 14, and no long-term effects are expected. Table 4.2.16-4 seems to indicate Alternative DUW-2 would impact 9 historic properties, the most of any alternative. However, the table inexplicably divides the Department of Highways District No. 1 Headquarters/Maintenance Facility into 5 subproperties, thereby skewing the statistics. If Table 4.2.16-4 instead tabulated only whole historic properties, Alterative DUW-2 actually impacts the fewest historic properties of any alternative. As shown in Table 4.2.17-1, Alternative DUW-2 is the only alternative that would have no permanent impact at all to parks and recreational resources. Table 4.2.18-2 repeats the inexplicable division of the Department of Highways District No. 1 Headquarters/Maintenance Facility into five subproperties. As a result, Alternative DUW-2 would appear to be similar to other alternatives in its impact on properties with Preliminary Section 4(f) Determinations. However, when evaluating the DOH District 1 HQ/Maintenance Facility as a single property, Alternative DUW-2 in fact impacts the fewest number of properties with Preliminary Section 4(f) Determinations. Please support the DUW-2 Alternative that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select Alternative DUW-2 for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at 3628 E Marginal Way S., Seattle, WA 98134, phone (425) 889-5980. Thank you for your consideration,	Karen Guevara

	Karen Guevara BladeGallery Inc. Customer Home address: 1008 Ironsides Ave., Melbourne, FL, 32940 Email: guevara.karen@Ymail.com Phone: 803-257-7795	

04/28/2022	Dear Councilmembers and Sound Transit, I am a vendor at Blade Gallerys Epicurean Edge in SODO (Seattle). I live in Boise Idaho and I have been a custom knife maker for the past twenty four years and have been a blade gallery vendor since 2001. This last fall, Blade Gallery moved from Kirkland, WA to Seattle. Im excited about their new larger storefront and look forward to possibly teaching classes such as knifemaking, forging, culinary knife skills, and sharpening. Ive recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. Although I live in Idaho, at least 50% of my income is from selling knives and teaching classes to and for Bladegallery. This is a unique business, providing a service not found anywhere else in the Northwest let alone Seattle, serving as n hub for the international bladesmithing community, that cant be found anywhere else. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop.The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I look forward to being a part of their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artistsand significantly contributes to their yearly incomes. During these stressful and unpredictable times, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc. to move or close down resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom BladeGallery's Epicurean Edge E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank You for your time Bill Burke ABS Master Smith Adams Ranch Rd. Boise ID. Email: billtburke@gmail.com Phone: 2083363792	Bill Burke

04/28/2022	Thank you for the opportunity to comment on the Ballard/West Seattle Draft EIS, in particular the proposed Downtown station. I own/live in a condo on the corner of 5th and Madison. Our building is on the preferred 5th Ave route. Directly above the Downtown station. Our condominium residents will be significantly affected by the construction and operation of the Link. Passenger safety and comfort data might be missing from the EIS: Did you include slope and wind data in your report? It is a likely reason you propose to locate the entrance to the downtown station on 4th and Madison but I would like to see it documented. The corner on 5th and Madison would have been dangerous (due to the steep slope) and uncomfortable (due to the extraordinary wind tunnel) for many riders. It would be particularly dangerous for a disabled person. Even those of us who live in the condo find clever ways to avoid the corner (using the garage elevator or walking around the block). The decision to move the entrance to the 4th and Madison corner you propose is much better due to surrounding population density as well as safety and comfort. Please document. Resident health, safety and quality of life data to address: I see the EIS addresses some of the construction impact, but not all. For example, the condo building at 909 5th avenue does not have a loading dock or alley. This makes it more difficult to make sure that emergency service vehicles as well as garbage removal trucks, delivery trucks, utility/repair/construction services, moving and delivery trucks can access our building. We need to accommodate these essential services to insure that the building is habitable during construction. This will be important once the route decision is final. At what point in the process will these details be addressed? (I also didn't see data regarding the noise, vibration and emissions impacts of ongoing operation. I assume ST would not proceed if there were long term health consequences to the surrounding building occupants.) Future considerations: I assume you will update the ridership and population forecasts which may be permanently affected by 1) recent demographic shifts due to covid work from home policies, 2) millennial flight to suburbs as they approach child rearing ages, avoid taxes and the homeless and 3) new building construction impact on density per block. It would be comforting for you to provide a schedule for data updates. Thank you! Thank you again for the opportunity to share my concerns. Overall, I have deep respect for the Sound Transit team, the community feedback process and the thoroughness of the EIS reports. Julie Kruger-Lutz Kopp Resident, 909 5th Avenue	Julie Kruger-Lutz Kopp

04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. In general: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Minimize size of stations for cost saving. We don't need huge mezzanines or massive structures. Plan for Ballard station by re-opening study of a tunnel station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements For Smith Cove (SIB-1): Approach station by tunneling under Elliott Station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead% Peter Holman	Peter Holman

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Thomas Ardavany BladeGallery Inc Customer: Home address: 2203 Yale Ave E, Seattle 98102 Email: ardytomas@yahoo.com Phone: 206 330-1565	Thomas Ardavany

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to COVID it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Andrew N. Olsen, Senior Vice President Columbia Hospitality, Inc. 2200 Alaskan Way, Ste. 200 | Seattle, WA 98121 d 206.239.1830 | f 206.239.1801 | c 206.818.6784 aolsen@columbiahospitality.com columbiahospitality.com	Andrew Olsen

04/27/2022	Dear Councilmembers and Sound Transit I am a professional chef and a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their expertise in knife-making, forging, culinary knife skills, and especially sharpening- I use this service regularly. They are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? • BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. • The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. • They also offer a high performance sharpening service for home and professional chefs. • They offer classes aimed at established knifemakers and beginners. • BladeGallery Inc is a small business that currently supports 8 employee households. • BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. As a professional chef, this business is essential to supplying and maintaining our tools. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, BladeGallery Inc Customer: Chef Kären Jurgensen chefkarenj@gmail.com Home address: 101 19th Ave, Seattle, WA 98122 Work Email: karen.jurgensen@seattlecolleges.edu Phone: 206-499-2276	Karen Jurgensen

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Small, unique businesses are vital to the community and provide their customers with services that are only found in a few places in the U.S. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. Please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendou hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Regards, Donna Biles	Donna Biles

04/27/2022	Dear Councilmembers and Sound Transit I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Yours, Darren Hess 2903 Overland Ave. Baltimore, MD 21214 dhess@towson.edu 410-236-9710	Darren Hess

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Madhvi Daftary	Madhvi Daftary

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Praful Shah	Praful Shah

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Ponnappa	Ponnappa Siskap
04/27/2022	Please build on 4th Ave! Do not displace Asian American businesses any further!	Sylvie Messing

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Hospitably, Rob A. Brandenberg General Manager Pan Pacific Seattle	Rob Brandenberg

	2125 Terry Avenue, Seattle, Washington, 98121, USA T: +1 206 654 5015 | C: +1 206 640 6525	
04/27/2022	I would ride the Light Rail from Magnolia pretty much daily if I didn't have to drive off the hill and find parking before boarding the train. If I have to walk to the bus, wait, then wait again after riding down the hill, I might as well ride the bus to downtown. Make the Light Rail user friendly!!	Sue Palewicz
04/27/2022	I can't believe I haven't heard about this. It would be an utter over step to impact Chinatown. The ID is a gem the city needs to embrace and hold up And maintain. Let me guess. The fools that came up with this plane are a majority of white people. Cause only white nonsense would think of impacting Chinatown like this. I walk to the ID from first hill cause I love it down there and frequent the businesses from food to tea to grocery shopping. No matter the cost. Find alternate ways that don't impact Chinatown and the ID	Garit Reuble

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Sandhya	Sandy Smith

04/27/2022	WSBLE Draft Environmental Impact Statement Comments c/o Lauren Swift, Sound Transit 401 S. Jackson Street Seattle, WA 98104 Dear Ms. Swift, I am writing as someone who has worked or lived nearby the Chinatown-International District for over 20 years. In my time, I have been a board member of several community organizations, worked directly with businesses to ensure their economic vitality, taught history, served medical clients, and worked at one of the community newspapers. Suffice to say that I have seen the changes, both good and bad, from many different perspectives. And yet, there are clear and consistent observations and concerns. Time and again, this neighborhood bears the brunt of poor city planning and management and has borne the brunt of volatile and detrimental public works. These public works include the building of the Kingdome and the construction of I-5. The answer from city planners, managers, etc. has been to hold a press conference and do very little. Instead, we receive the message over and over that 'the neighborhood always bounces back.' Let's start with a plan that avoids needing to repeat meaningless platitudes. Based on the historical damage this neighborhood has endured, I am writing to specifically state that none, not one, of the proposals is acceptable. The only one, and only with major revisions, that could work for the community is the Fourth Avenue alternative. Additional issues impacting the neighborhood currently are the devastating impact on mom and pop shops here in the neighborhood due to four overlapping, compounded problems. The first of these is the violent uptick in racist attacks on Asian Americans throughout the nation— and specifically here in the city. The second is the COVID-19 pandemic; thirdly the irresponsible actions of the city during the Black Lives Matter protests and the damage done to the neighborhood. The fourth issue has been the ongoing mismanagement of the homelessness crisis in the city and the overt reluctance on the part of the police to act upon criminal elements associated with the crisis. These four problems have exacerbated each other in a terrible impact on our neighborhood. What makes the proposed construction of the new phase of Sound Transit even more tone-deaf—is the abject failure of Sound Transit to consider these all as environmental impacts. By considering the Fourth Avenue alternative we, the employees, residents, and business owners, would still have direct connections to both Pioneer Square and Chinatown-International District neighborhoods. This conjunction of so many transit options in this location would serve the greater transit needs. These needs would better coincide with long-term community goals for the entirety of the District, including the Jackson Street Hub. I would like to reiterate the tone-deafness of the overall proposal. The neighborhood is speaking up, and it will be a wonder if the Sound Transit board actually listens and better understands that the decision it makes now could further devastate a neighborhood that has been ignored historically and, in the present, in tangible recognition of its vitalness to Seattle and the region. Sincerely, Rahul Gupta Neighborhood Employee, Educator, and Advocate Chinatown-International District	Rahul Gupta

04/27/2022	Hi there, I'm just hoping ya'll WON'T put the light rail on 14th. From my understanding, one of the major points of our city's light rail is so people can be more connected to various areas throughout the city, to make sure that everyone can get access, and to bring money in. Putting the light rail on 14th is about a 15-minute walk (with a 5-minute wait at the 15th and market intersection) for an abled body to get to old Ballard, where all the action remains. People who are wheelchair-bound, senior citizens, or families using strollers, etc will find it extremely time-consuming and difficult to make that walk a regular occurrence or even a once-in-a-while one. Case in point: the light rail that should just go directly to Sea-tac but for some reason doesn't. Even as an abled 40-something, it's quite exhausting to walk to the bus to then take a light rail, then wait for the light rail, and then get almost to the airport, having to walk another 15ish minutes all while carrying my luggage. It's not worth saving the $65 bc it literally takes 3 times as long bc the light rail just can't go that extra half mile. That's what this feels like. Don't make the same mistake twice. Learn from it. Put the light rail on 20th and market where it belongs. All the best!	Barrie Arliss
04/27/2022	To whom it may concern, My husband and I were both born and raised in West Seattle and have lived here most of our adult life. We strongly believe that the alternative WSJ-1 should not advance due to its negative impact of increased noise, vibration, shadow and cost, as well as the loss of green space and natural habitats. We feel that the tunnel alternatives should be advanced with further study to mitigate long term road closures and traffic impacts, as well as lowering the number of displaced homes and businesses. Thank you for considering these comments. Sincerley, -Melissa Boender	Melissa Boender

04/27/2022	To whom it may concern, I am a concerned former Seattelite that wishes to protest the proposed building plan for the new link station on 5th avenue. Building a new station in this neighborhood will displace hundreds of employees and residents, and cause dozens of businesses to have to move. In a community that has faced Anti-Asian hate crimes, economic peril from COVID-19, and continues to be one of the remaining spaces for POC culture in a rapidly gentrifying city, this will be disastrous for the neighborhood and a death sentence for many businesses. Please consider the plan that harms the least amount of businesses. Rachel Hong Former South Seattle resident	Rachel Hong
04/27/2022	I just wanted to formally comment that as a frequent supporter/customer/traveler and worker within the International district that I would strongly prefer the 4th Ave addition to the light rail station over the 5th Ave option. 4th Ave seems like a more fitting location and would seem to disrupt less businesses that have just been through a pandemic. Similarly 4th Ave seems like a better connection spot as a current thoroughfare without as many small businesses being impacted. Thank you for your time and I greatly appreciate all of your hard work! -Rhett Taylor	Rhett Taylor
04/28/2022	Full closure of King Street, S. Weller, and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, and vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Ave construction. History is known to repeat itself. Behind the development of many now flourishing metropolitan areas in the United States, the burden of construction-associated negative health outcomes as well as disruption in lifestyle by being forced to relocate homes or close businesses were directly on the racial and ethnic minority groups. Consequences from this construction that will directly impact racial and ethnic minority groups will leave the City of Seattle as well as the Sound Transit Board at the forefront of racial segregation in the modern history of the United States. Please take 5th Ave off the table. 4th Ave Tunnel Station avoids the negative impact on 5th Ave. Lisa Chung (she/her) lisachung18@gmail.com | 760-546-8909	Lisa Chung

04/27/2022	Dear Seattle City council, I hope you would consider moving the new light rail from 5th street to 4th street. This would help alleviate business activities stress on the already struggling post pandemic International District. As a responsible Asian-American citizen, please help preserve the historic districts of the small part of the only thing left within the Asian Community (Chinatown, Japantown, Little Saigon, etc..) As we know, historically Chinatown has been relocated 3 times due to racism and segregation, we hope that a light Rail would not permanently displace the people living in the already crowded Seattle area. Please reconsider some of these displeasure cry for help that only so many of the Seattleites could vocalize as many of them do not have the energy, knowledge, and privilege to to take action. I plead for past, present, and future generations for you to make this sound decisions so you yourself can sleep at night. Sincerely, Jacky Chen	Jacky Chen
04/06/2022	To Sound Transit Board Members and Seattle City Council Members, Please consider having the Sound Transit construction be on 4th instead of 5th Ave. I've seen the CID SODO Community Advisory Group presentation from March 10th, which is why I am writing to you today. We need to do all we can to preserve Little Saigon, Japan, and Chinatown from any more disruptions. It saddened me to see people stop visiting because of Covid or not feeling safe down here over the past couple years. Many shops are still boarded up. They're still battered from the pandemic and rise of Anti-Asian hate crimes. What will construction right at the entrance of the Chinatown Gates do to them? Please avoid displacing these businesses at the heart of CID. I can't imagine it to be affordable for them to move elsewhere with similar opportunities, financially and culturally, that a historic ID gives them, especially since Seattle has gotten more and more expensive. Please don't push them out and make it more difficult for the folks here for years to come, as their space is limited already, with little space to grow or expand. Thank you for your time and consideration, Bonnie H.	Bonnie H.

03/23/2022	Dear Sound Transit and Seattle City Counsel, Please build on 4th ave NOT 5th ave. Construction on 5th Avenue in Chinatown to Japantown means: Full closure of King Street, S. Weller and 5th Avenue for several years 2. Re-routing cars, buses, to 6th, Maynard, 7th, 8th, 10th & 12th 3. Gas, water, electrical shut offs to businesses, non-profits and residents 4. Daily dump trucks, cement trucks, cranes, supply trucks, delivery vehicles 5. Construction workers taking parking from businesses 6. Increased noise & air pollution, dust, dirt, vibrations 7. Taking property from owners of color for demolition and resale after construction 8. Endangering lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours 9. Permanent changes to National Register Seattle Chinatown Historic District—loss of 3 blocks in addition to prior loss of 3 blocks for Transit Tunnel Thank you for your time and consideration. Respectfully, -jim Y	Jim Y.

04/27/2022	To Sound Transit Board Members and Seattle City Council Members: Please Use 4th NOT 5th Ave. There will be severe destruction if using 5th ave: o 300 businesses already battered by the pandemic, higher than ever anti-Asian hate crimes, criminal violence o 30 immigrant businesses permanently closed or forced to move o Schools, daycares, programs serving thousands of children and youth o Programs, classes, recreation for 1,200 elderly non-English speakers Thank you for your consideration!! -Su M	Suma Kosami
03/20/2022	Hello, The current proposed Sound Transit CID Segment 5th Avenue Shallow and Deep Station (CID-2a & CID-2b) will impose severe impacts to Chinatown businesses, residents and organizations. Logically, why would any agency propose a project with direct negative impact on a community. Therefore, I recommend the 4th Avenue options (Options 1a and 1b). These options have the least impact on Chinatown, in terms of construction activities, noise, air pollution, blocked streets, disruption of business operations, minority property ownership transfers and displacement of immigrant businesses, tenants, and residents. Please support Chinatown like other cities and help keep Chinatown vibrant with a safe environment for our businesses, community members and residents by staying with the Fourth Avenue Options and not consider the 5th Avenue options. Respectfully, Hal Chinn.	Hal Chinn

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Dan Kent 8465 SE 83rd St Mercer Island, WA 98040	Dan Kent

04/25/2022	Like so many of my neighbors who bike, I'm excited to ride the light rail trains further as the system grows. My bike is critical for last-mile connections. That's why I'm providing the following comments in response to the West Seattle Ballard Link Extension DEIS Public Comment Period. As new stations open, I'm hopeful they will help me get to the places I need to go. But given the scale of the project and length of construction timelines, I'm concerned about the construction impacts to my mobility as a person who bikes. With that in mind, in the next phase of planning, please study the following areas: Study active transportation integration for all stations. Create a plan to identify and fund simple, safe, protected, bike connections to new stations. Invest in direct bike connections into the existing Seattle Bike Network so that people who want to can arrive safely by bike -- it's what the voter-approved System Access Fund is for. New station areas must improve the current biking conditions, not degrade them. That's only going to be possible by studying how the active transportation system will interact with the station area and other modes arriving at the station. Where new station areas border the existing bike network, consider how station access for transit, as well as pick up and drop off, could degrade the safety and comfort of the bike route; ensure the bike facility is meaningfully upgraded with physical separation from cars. 2. Study construction impacts to the existing bike network, and mitigation plans. Make plans in the next phase to limit construction impacts to bike routes -- Partner with the city to ensure there are alternate biking options that don't require multiple mile bike detours or detours onto high traffic streets. For example, the SODO trail and West Seattle Bridge trail appear to pose notable challenges. Waiting until just ahead of the construction window is too late and leads to hastily put together detours that add an unreasonable distance, feel unsafe, or involve people biking on sidewalks for long distances without consideration of how bikes and pedestrians can co-exist safely. 3. Study bike parking needs for the entire line. Develop a plan that reflects current and future needs, by station type, and is informed by how people integrate the bike into their regional transit trips. Develop a plan to accommodate the needs of people who want to "bike and park" at stations. Think beyond individual stations downtown. Perhaps a couple of downtown bike parking hubs will better serve people parking bikes downtown than the smaller amount of parking at each station. Bike parking should be free and abundant. The bike parking plan for this new line should include robust research to better understand the parking needs of people using bikes and Link Light Rail. Accept and embrace that people will continue to bring bikes on trains – and make it work for everyone. Necessity, not preference, typically dictates whether people will bring their bike aboard, and we need to build system capacity to reflect this reality. A region-wide system often requires people to transfer to another mode after their Link trip; for people who bike, that means they need to bring their bike along. Thank you for your thorough consideration of many alternatives, throughout the environmental and community input processes. Regards, Eric Prince 1323 Boren Ave Seattle, WA 98101	Eric Prince

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Anitra Zipperer Queen Anne/Seattle Resident anitra.zipperer@gmail.com	Anitra Zipperer

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. An elevated train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges. A tunnel under the ship canal is imperative! Thank you for your consideration. Kelly Fahlman Sent from Outlook	Kelly Fahlman

04/26/2022	Dear Sound Transit Board: I would like to express my concerns related to the Sound Transit plan involving the proposed South Lake Union Station. While I am generally pro-development and am excited for Sound Transit's continued expansion, I am hopeful it can be done in a way to protect our community. I have lived in Seattle since 2007. It is rare to have an institution like Civic Hotel that can trace its roots to before the Amazon boom. We should be protecting home grown businesses at all costs, particularly businesses that are locally owned and operated by people of color. Please consider alternative plans that would not involve acquiring Civic Hotel. Thank you for your consideration. Sebastian Miller 1414 12th Ave, Seattle, WA 98122 #319 Sent from Gmail Mobile	Seb Miller
04/26/2022	Greetings, I am writing to comment on the Interbay-Ballard segment of DEIS. In order for the Interbay-Ballard segment of ST3 expansion to be successful, it should be accessible to residents and businesses. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Please consider continuing the tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid congestion due to construction, traffic, and parking, and the degradation of the area due to noise, view corridor impacts, and residential and business displacements. For all stations, I suggest: Metro circulators run at frequencies to coordinated with the light rail schedule, and be responsive to ridership demand; Minimize the transfer time from transit to platform; and Avoid transit plans that require pedestrian crossing of major thoroughfares. For Smith Cove (SIB-1): I propose that the station be created by tunneling under Elliot; Locate the station on the West side of Elliott; Minimize size, if elevated station, over Galer flyover/Magnolia Bridge; and Ensure that buses pick up and drop off on west side of Elliott so pedestrians need not cross at Elliott for bus connections. For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures; Station must lead to Ship Canal Tunnel; and No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take riders where they need to go: medical center, dining, shopping, Historic Ballard; Avoid the 14th Ave NW alignment - it disrupts Ballard Food Bank; Re-examine and complete the study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate the right of way and real estate costs, the benefits of transit-oriented development, and increased ridership from Ballard Urban Village; and Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for	Laureen France

	retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Laureen France	

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections. Please do the right thing: a tunnel under the Ship Canal and under Elliott/15th Avenue NW. It may cost more initially, but in the long terms will be less expensive. Stephen E. DeForest Magnolia resident Sent from Mail for Windows	Stephen Deforest

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and but the Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes NO sense. I believe the lightrail should follow 15th or 14th Ave NW rather than demolish an established neighborhood. Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. The14th Ave NW alignment, while it disrupts Ballard Food Bank makes the most sense for minimal disruption of others. Thank you for your consideration. Jacquie and Gary Spector	Gary Spector

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban	David Kaplan

	Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	

04/26/2022	Overall: The West Seattle - Ballard Link Extension must: Integrate with substantially revised public transit (e.g., METRO) schedules to synchronize with future Link schedules and accommodate ridership needs and routes, particularly in underserved areas, and avoid pedestrians crossing major roadways; and, 2. Minimize station sizes and time required for transit riders to arrive at Link boarding platforms. In addition, the dEIS should Further study an earlier proposed tunnel alternative from an Interbay station near W Dravus St. to either a 20th (preferred) or 17th Avenue NW Ballard Station (via a Thorndyke Portal); and, Conduct assessment(s) for continuing the Downtown Segment's proposed tunnel beyond the Seattle Center and lower Queen Anne and all the way to Ballard, with stations, as planned, at South Interbay (W Galer St.), Interbay (W Dravus St.) and Ballard (15th, 17th or 20th Ave. NW), so as to: preserve Seattle's open spaces and view corridors; and, avoid material and lengthy traffic delays and disruptions (as well as road closures), construction noise, residential and business displacements, and the resulting significant above-grade infrastructure. And, in accordance with the Nov. 2020 Ballard Interbay Regional Transit Study, take into account any plans for retrofit and/or reconstruction of the W Dravus (BRG-045 over BNSF railways) and W Emerson (BRG-046) viaducts. Station-specific: • W Galer St. (SIB-1) | provides the best access to Seattle's Port and Smith Cove shipping terminals, as well as the whole of South Interbay. The following improvements would address a number of SIB-1 drawbacks: · a guideway tunnel under Elliott Ave. W; · an at-grade (alternatively, below-grade) Smith Cove station (to eliminate high-span guideways over existing civil infrastructure, namely the W Galer St. flyover and Magnolia Bridge); and, · Transit stops located directly at the Smith Cove Station (and west of Elliott) to avoid riders having to cross Elliott Ave. W for transfers and connections. • 17th Ave. W – retained cut (IBB-2b) | offers best proximity to communities east and west of BNSF railyards. Station location and transit connectivity: · should not require riders to cross W Dravus St.; · function as segue to preferred wsble Ship Canal Tunnel enroute to Ballard; and, · provide emergency access for the Magnolia peninsula in the event of bridge failure.	Advocacy Active

	• 15th Ave. NW – tunnel (IBB-2b) | will best serve Ballard's Urban Village population and medical and historical centers. As a below-grade station, it avoids many of the undesirable attributes of an elevated alternative. However, a more optimal location for the Ballard station is west of 15th Ave. W. As such, the dEIS should reopen and further study a previously assessed station, specifically, the 20th Ave. NW Tunnel - Thorndyke Portal in view of ST's 2021 re-alignment process due to significantly increased costs in securing rights-of-way and acquiring property rights for elevated alternatives in the dEIS.	

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Alan Alhadeff

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW. The Urbanist recently reported “In order to accommodate the superyacht community, the United States Coast Guard has determined that fixed bridges crossing Seattle’s Ship Canal between Puget Sound, the Ballard Locks, and Fremont must have at least 205 feet of vertical clearance”, If this is fact, then a tunnel will be the only option. Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares. For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. *Barbara Bernard	Barbara Bernard

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	DF Mullin

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Sent from my iPhone	Sara Mottaz

04/26/2022	would like to offer comments on the route alternatives of the Interbay/Ballard segment, EIS pages ES36 to ES44. First: Thank you for building this section of light rail! I am a long time West Seattle homeowner, and I have done business in the Interbay for much of my working life. As such, I very much appreciate the need for this project. Regarding the route: I STRONGLY SUPPORT THE IBB-1b ALTERNATIVE. While I understand that there are many impacts you are considering, I'd like to speak to one in particular: The home of Dusty Strings Company at 3450 16th Ave W. They are a company founded in Seattle that has grown into a globally respected harp builder. They have been committed to hiring local people and staying in Seattle over the decades, even when that has been the more expensive option. This manufacturing facility that would be impacted by the other route options was custom designed and built specifically for Dusty Strings' needs only 20 years ago, and if it were removed, a replacement structure would also have to be custom built. It would cause massive disruption to their operations for some years. It appears that the current preferred alternative (pink line) impacts significantly more businesses and employees than the alternatives. While I support light rail, I also support manufacturing companies that employ skilled craftspeople and invest in the city, and advocate the IBB-1b alternative as a good compromise. Thank you for your consideration. Linda Murphy	Linda Murphy
04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for	Laura Macpherson

	retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. Sent from my iPhone	

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Suba Chandrasekaran	Suba Chandrasekaran

04/26/2022	Dear Deciders, We are residents of Magnolia for almost 50 years. We hope to enjoy this expansion ourselves and future generations. We support the work of the Magnolia Community Council and are pleased with their thoughtful comments from our community. In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares. For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections. For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W. Ballard station: Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges. Thank you for your consideration of these vital issues. Mary Ann and Tom Liebert	Mary Ann Liebert

04/26/2022	To Whom It May Concern, Although I hate to see the CID area and surrounding neighborhoods be negatively impacted yet again by large projects, such as I-5 construction, Kingdome, Safeco Field, CenturyLink Field, etc., I am advocating that construction of the new link station be done on 4th rather than on 5th. If the new station goes through 5th, there will be detrimental effects. Once again, the residents, businesses, and its cultural identity will be harmed. Around 19-27 businesses will be displaced, around 170-230 employees displaced as well. That impacts more individuals and families than you know. As we still face the economic impacts of COVID-19, imagine how these folks, who have lived in the central district for decades, who have witnessed it change, will be impacted. Less work, unhealthy work environment (due to the years it will take to construct), less income, higher risk of not being able to pay rent or afford where they live. Construction will last for years, businesses will be demolished, and what is considered a safe place for a lot of communities of color, and young children will be taken away. We must do what we can to minimize these inevitable outcomes. 4th avenue will still have the same emotional impact but it does reduce the amount of businesses that could be destroyed and employee and residents that will be displaced. I cannot stress enough how important this decision is because of the amount of lives it will directly impact. Not only that, but as a college student at Seattle University, I have seen how much the CID means to people. The celebrations, the table tennis competitions in Hing Hay park, that places we hold on dear to and that make life worth living for matter. Please save the ID and choose 4th. Sincerely, Cienne Bronson	Cienne Bronson

04/28/2022	Manager DEIS Comments, Greetings and thank you in advance for your time with this comment. While much of the proposed development of light rail expansion gives reason to be optimistic, there are several extremely frustrating and concerning issues that must be addressed. To start, the construction of stations and their connecting rails should not, CANNOT be so heavily postponed - waiting 10-20 years for transit that should have existed 5+ years ago is nonsensical and devastating to our future transit woes. This process must be expedited to the greatest safely possible degree. Offering a greater, expanded, and robust rail transit network is the most direct, easiest, and economically beneficial answer. There is simply no better solution, and there is a need for a present and imminent solution. People need to stop tunnel visioning on the price tag, and realize that having a society is expensive and that the required infrastructure is not optional. We will and must come together to pay for what we need. Do not eliminate any stations from expansion plans. Make stations shallow for accessibility and improved transfer times between the varied modes of transportation. Also, in order to future proof our growing system, we must design for expandability as recommended by Seattle Subway: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you again. Please do not let this critical moment go to waste. Our society is damaged by stagnation and we must act in favor of its future. Russell Chapin russell10407@gmail.com 12812 60th LN S Seattle, Washington 98178	Russell Chapin

04/28/2022	General Comments O Tunneling vs. Bridges In areas involving neighborhoods I favor tunneling as much as possible as opposed to overhead bridges. This especially includes the routing to Market Street in Ballard and to the Alaska Junction in West Seattle. In general, overhead trackage works in industrial areas or areas away from neighborhoods, but in areas where people will be living near the overhead trackage, the overhead tracks and bridges are not wanted. There have been many heated neighborhood discussions regarding bridges and overhead tracks. I do remember a public hearing in the early days of ST Phase 1 where several bridge options were being considered over Lake Union. There was quite a bit of public outcry against those bridges. With overhead bridges there could be long protracted neighborhood battles which would only delay the project and run up the costs. Pretty Bridge or Not - Nobody wants bridges in their front yard. Bridges ultimately have proven not to be as reliable as tunnels over time in our region. There have been several bridge collapses and failures. There are also Navigation concerns. There is always the possibility that a large boat can run into a bridge or pier causing long bridge closures and expensive repairs. This too has happened in our region in the past. While tunneling has traditionally been a more expensive option, the cost of tunneling seems to be coming down. I would highly encourage Sound Transit to look at all the possible sources of funding – Federal, State and Local - in order to meet the cost of additional tunneling. This especially applies to Ballard and West Seattle. O Retained Cut Stations Retained Cut stations are ideal in the hilly terrain as is found on several sections of the line including Interbay and West Seattle. These open-air box stations can be located in transitional locations where overhead tracks will enter into tunnels going into the hills. The stations provide an open-air environment for the riding public while at the same time providing limited access routing for the trains. The Retained Cut 17th Avenue Station in Interbay and Retained Cut Avalon Station in West Seattle are examples of this. Alignment Recommendations Here are my Alignment recommendations. Since I do live in Magnolia, I will be going from north to south. O Ballard - Interbay I favor the Tunnel 14th Avenue Station (Preferred alternative with third-party funding) option. There is great Transit Oriented Development potential in the neighborhood just east of the Ballard Bridge. Sound Transit should work with King County Metro and the City of Seattle to develop very frequent – 5-to-7-minute electric trolley service on Market Street between downtown Ballard and the new 14th Ave Link station. A bit of History is that an old streetcar line once ran on 14th Ave. W. Early streetcars ran on an old Ballard Bridge on 14th Ave. W. with various routings going as far back as the late 1800s. Bus routes in Ballard, Magnolia, Queen Anne, and other areas could be re-worked serving the new Link stations in Ballard and Interbay. O 17th Avenue Station in Interbay I favor the Retained Cut 17th Avenue Station in Interbay. O Prospect Street Station A Sounder North connection should be developed at Prospect Street where people can transfer to and from the Sounder trains. Sounder North should be upgraded with service in both directions and mid-day and week-end service. Busses using the station from Magnolia and elsewhere should have safe curbside connections at Prospect Street Station. O Seattle Center The Seattle Center and Lower Queen Anne neighborhood is an active area with close-in urban living, a major Activity Center and where public transportation can continue to be developed.	James McIntosh

Sixth and Mercer Alignment

I favor the Sixth and Mercer alignment. This would allow for a station to be located closest in to the Lower Queen Anne neighborhood, and situated beneath Mercer Street between First Ave. N. and Queen Anne Ave. N. The Lower Queen Anne neighborhood is one of the highest densely populated neighborhoods in all of Seattle and with its close-in features, attractions and closeness to the water is very popular. The Mercer Street station location, between First Ave. N. and Queen Anne Ave. N. would offer extremely good connections to north / south and other local busses.

Continued Operation of Seattle Center Monorail

The Seattle Center Monorail connects two major activity centers, the Seattle Center and the Westlake Center and does it well. The Monorail is in good working order.

As well, it is of Historic Transportation interest and is on the National Register of Historic Places. The Seattle Center Monorail is a unique tourist attraction visited by people from all over the world. The Seattle Center is a major Arts, Cultural and Activity center in the Northwest. The Monorail can sustainably carry 12,000 passengers an hour and with restoration of the Center Platform at the Westlake Station complex it could carry even more.

This will offer two choices of travel to Seattle Center and Lower Queen Anne. For travel to the heart of the Seattle Center it would be the Monorail. For Lower Queen Anne and Seattle Center West it would be Ballard Link. The Mercer Street station location would be a two and a half block walk from the west side entrance of the Climate Pledge Arena.

Sound Transit should work with the City of Seattle on the continued operation of the Seattle Center Monorail.

O Midtown Station

Since this station is to be built in a location involving steep hills, access to it will have to involve many level entryways and elevators and escalators. If the station is built under 6th Ave., then entrances with level walkways should be built on 5th Ave to allow access to this station.

O International District Station

This location is the major transportation hub for the region. People will be transferring between Amtrak, Sounder, the two Link lines, streetcars, busses, and taxis. There must be a good pedestrian concourse between King Street, Union – the current International District station, and the new Link station. It could be either an overhead or underground concourse. If underground, it should be more than just another concrete underground walkway. It should be well lit, sound dampened, secure and provide a pleasant environment. This would provide an efficient way for accessing the various sections in this multi-station complex.

Sound Transit should work with Amtrak, King County Metro, the City of Seattle and other governmental agencies in the development and operation of this multi-station complex.

O West Seattle

I favor alternatives that involve tunneling between Avalon, the Alaska Junction and beyond.

Not being from West Seattle though, I am not as familiar with the details or the possible routes and station locations, so I will divert to West Seattle people who know more about their own neighborhood.

The Retained Cut Avalon Station appears to be a good alternative.

The Tunnel 42nd Avenue Station (Preferred alternative with third-party funding) does seem like a workable option.

Conclusion

The West Seattle - Ballard Link Line will be a valuable link in our regions overall transportation system. I will be looking forward to further community involvement in the development of this line.

These comments on the West Seattle - Ballard Link Draft Environmental Impact Statement are here-by submitted.

Thank you for the opportunity to comment.

Sincerely,

	James McIntosh Magnolia	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Priti Soni	Priti Soni

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Hemali Kamani	Hemali Kamani

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Andrew Dyjak adyjak2916@gmail.com	Andrew Dyjak

	2428 NW Market St Seattle, Washington 98107	

04/28/2022	Dear Councilmembers and Sound Transit, I heard that Epicurean Edge might have to give up their NEW location due to eminent domain/future light rail. While I am a huge supporter of public transit, it's a bummer it has to come at the expense of a small local business. I am hoping you can find a way to help keep this business in there current location for years to come. As a chef and cook for many years professionally, I have seen almost every local knife sharpener close over the years. So I would travel all the way to Kirkland to Epicurean Edge to get my knives sharpened. Now they are here in SODO and it's like 6 minutes from my house, and they have expanded their space. Plus it adds life to an area of Seattle that's pretty industrial with their business and Henry mural. Anyways, those are my personal thoughts but I have included the template letter from Epicurean Edge below as they are more eloquent than I. Best, Gretchen Wattula BladeGallery Inc Customer: Home address: 4321 15th Ave S, Seattle, WA 98108 Email: gretchenwattula@gmail.com Phone: 3606319713 I am a customer at BladeGallery's Epicurean Edge in SODO (Seattle). This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've recently heard that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980	Gretchen Wattula
04/28/2022	PLEASE lay light rail tracks under 4th Avenue to avoid taking land from the Chinatown Historic District. Sincerely, Dr. Joelle Pretty	Joelle Pretty

04/28/2022	Manager DEIS Comments, My summary: please listen to Seattle Subway's advocacy. Prioritize long-term system excellence in station/transfer/routing design. These tracks aren't going anywhere anytime soon so get it right the first time. The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who live and work near the Seattle Core. I will use the system less if you make transfers expensive. It's also impossible to believe that SoundTransit will maintain deep stations' elevators/escalators to acceptable standards based on past performance. If deep station are an absolute must (which they aren't), ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St.	Matt Brannock

	(5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Matt Brannock heisroot@gmail.com 2348 28th Ave S Seattle, Washington 98144	

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Benjamin Rogers b.rogers01@gmail.com	Benjamin Rogers

	1007 N 36th St Seattle, Washington 98103	

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Sienna	Sienna Landry

04/28/2022	Dear Councilmembers and Sound Transit I am a long-time customer at BladeGallery's Epicurean Edge in SODO (Seattle). As Seattle recovers from the pandemic, we need more small businesses that are the lifeblood of this great city. Blade Gallery is the finest shop for kitchen knives in the state of Washington, and their work is utilized in many of the elite kitchens around Seattle. This last fall, they moved from Kirkland, WA to Seattle. I'm excited about their new larger storefront and look forward to their classes such as knifemaking, forging, culinary knife skills, and sharpening. I've learned that they are in danger of their new location being taken through eminent domain for the DUW-1a and DUW-1b Light Rail paths. This is a unique business, serving as a hub for the international bladesmithing community, that can't be found anywhere else. They are a special asset to Seattle. Please help support a path for Light Rail that does not force BladeGallery's Epicurean Edge to move again or close shop. Public Transit is crucial for the growth of our city, and I regularly use the light rail to commute to work. But there is plenty of space in the area to enable the growth of public transit AND keep the small business ecosystem that make us a unique and special city. Who is BladeGallery? BladeGallery Inc's brick and mortar art gallery draws guests from all over the world to their Seattle (SODO) workshop. The 2200 sqft showroom displays a wide selection of handmade and production knives, including chef's knives, tactical and practical knives, straight razors, and manicure gear. They also offer a high performance sharpening service for home and professional chefs. I'm looking forward to their classes aimed at established knifemakers and beginners. BladeGallery Inc is a small business that currently supports 8 employee households. BladeGallery Inc supports over 600 artisans from around the world, custom building knives. In many cases, BladeGallery is the primary sales mechanism for these artists. During this stressful and unpredicable time, please help support this unique business and ensure that they will remain open for many years to come. I greatly appreciate any efforts that you can make to select a path for Light Rail that does not force BladeGallery Inc to move or close down – resulting in tremendous hardship for their employees and the hundreds of artisans they represent. Furthermore, the closure of BladeGallery Inc would be a considerable loss to the broader artisan knifemaking community. It would needlessly damage a wide circle of small businesses that can ill-afford the disruption right now, including many restaurants, knife makers, chefs, and countless others. The BladeGallery Showroom is at: BladeGallery's Epicurean Edge 3628 E Marginal Way S Seattle, WA 98134 (425) 889-5980 Thank you for your help in keeping this small business intact, while also helping Seattle grow. Best, Chris Compton 2311 31st Ave. S Seattle, WA 98144 202-641-3182 Hoh.compton@gmail.com	Chris Compton

04/28/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Vinod Sabhaya CEO Mr.Vinod Sabhaya http://www.americanglobalmetal.com/ Renton WA 98058 USA Email: americanglobalmetal@gmail.com Skype: Vinod Sabhaya Tel Number: +1(425)738-4124 Whats app : +1206-779-2926	Vinod Sabhaya
04/28/2022	Dear All, Please do not take the 5th Ave option, where it will have a huge impact on three already disenfranchised neighborhoods, including Chinatown (CID). Chinatown has had a long history of being pushed out, particularly when the land becomes valuable. The CID is a historical neighborhood and should be preserved as such. I have many memories of Chinatown from my youth, including eating at restaurants, shopping at Uwajimaya, attending the Seafair Chinatown parade, and now I do such activities with my children. Thank you. Best regards, Krista Wittman	Krista Wittman

04/28/2022	Manager DEIS Comments, The Ballard-West Seattle Link Extension must put riders and increased ridership first. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from what voters approved with ST3 in 2016. The region's projected growth and increasing carbon emissions from the transportation sector mean we must build the most comprehensive rail network we can. Eliminating planned stations is in direct opposition to what the region's voters want and need. Make stations as shallow as possible to promote shorter travel times, accessibility, and reliability. The proposed station depths and access plans, especially for the Midtown, Westlake, Denny, and Seattle Center stations will increase travel times too much to be useful for short trips, which are essential for the large number of riders who are not suburban commuters. Any deep and high-capacity stations also call for excellent vertical conveyances, which has not been a priority in the past. Ensure escalators and elevators are (1) fast and (2) have enough capacity and redundancy to handle game day rushes and not fail riders in the event of mechanical failure. Such elevators should go from street level straight to the platform level, without any mezzanines in order to deliver passengers to trains as quickly as possible without creating additional time and accessibility penalties. Smooth transfers between the system's growing lines is paramount to promoting a healthy rail system. In order to make transit the primary mode of transportation for all members of our communities, we need quick transfers that feel effortless. Wherever possible, plan for shorter transfers that minimize walking time and vertical travel. In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. Finally, the DEIS should position Sound Transit to plan for future expansion in Seattle. ST3 is a fantastic addition to our regional system, but will not be the end of rail expansion in Seattle. In fact, the state legislature just passed SSB 5528, which will allow cities like Seattle to expand the rapid transit network, benefiting our whole region's mobility. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Kristopher Antonelli kantonel92@gmail.com	Kristopher Antonelli

	1717 22nd Avenue Apt 404 Seattle , Washington 98122	
04/28/2022	Please take Sound Transit to 5th Ave OFF THE TABLE. Use 4th - not 5th. The 300 businesses that will feel the effects of this need to be protected. And the best option for their survival are necessary. In a time of anti-Asian hate crimes and criminal violence the neighborhood needs to be preserved for those businesses. I don't want 30 immigrant businesses permanently closed or forced to move. Please help my beloved community. Sincerely, Saya Moriyasu Seattle, WA	Saya Moriyasu

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW. Consider tunneling all the way from downtown to Ballard, to avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas andmezzanines. Below, I have attached photos of tunnel entrances to Washington DC's Metro stations, located in the city, often next to buildings. The entries are compact and recognizable, and should be considered as a less expensive alternative to massive elevated structures and unnecessary space taken up by grand entrances and mezzanines. For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares Thank you for your consideration. Janis Traven 3247 Magnolia Blvd West Seattle WA 98199 206.285.7375 janistraven@comcast.net	Janis Traven

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7thAve N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6thAve N and 7thAve N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7thAve N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5thAve N and Harrison St and the corner of 7thAvenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Danielle Lowinger Danielle Lowinger, LMT, CCST Therapeutic massage and cranio-sacral therapy for every body Prenatal/postpartum support for families	Helix Massage Therapy,Danielle Lowinger

04/26/2022	To Sound Transit and the Board of Directors, I am a West Seattle resident and member of the Sound Transit Community Advisory Group. I have closely followed the process of ST3 for nearly five years and participated in almost every community event during that period. I am also a member of the West Seattle Bridge Community Task Force and founding member of the EAG Neighborhood Coalition in the Junction. I greatly appreciate the opportunity to participate in this process, both as a member of the CAG and through the ability to comment on the WSBLE Draft Environmental Impact Statement. The WSBLE extension offers an incredible opportunity for West Seattle, and I strongly support bringing well-designed public transit to our neighborhoods. As an architect and designer, I believe public transit to be the bedrock of any thriving city and can think of few endeavors more worthy of our time, energy, and resources. I strongly advise the board to select a long tunnel alignment for the simple reason that it is the single-best option for the future of West Seattle. • While there are plenty of precedents for above-ground light rail around the country, there are very few cities that utilize such a configuration through the heart of residential neighborhoods. • Disruption to the current neighborhood fabric through the demolition of existing housing and introduction of 100-plus-foot tall guideways (an inevitable result of the neighborhood's dramatic topography) will be severe. • It is inevitable that the neighborhoods of West Seattle will continue to grow and densify. We do not have arterial boulevards like MLK in south Seattle that can accommodate both light rail and multi-lane traffic. So, any above-ground option proposed by Sound Transit will result in the loss of valuable real estate and act as a deterrent for surrounding development due to the undesirable views and noise. • As the most recent pricing analyses have shown, the cost delta between the long tunnel option and any above-ground options has narrowed dramatically when compared to initial Sound Transit projections. I believe the qualitative benefits of this tunnel option far outweighs the negatives and will pay dividends to the neighborhoods of West Seattle for the decades to come. Please, do not be tempted by quick and easy alternatives whose strongest attribute is cost savings today. Light rail is a generational decision. The options chosen will be in place for decades. Support and build something the entire community can be proud to pass on to future generations. Thank you again for this opportunity. I sincerely hope you will take the time to listen to those members of the community who will be impacted the most by this process, as future Sound Transit Riders, potential neighbors to Sound Transit infrastructure, or potential victims of displacement. All the best, Charlie Able P. S. The following represents additional commentary related to the DEIS and process. Delridge Station: • The options which made it into the DEIS for the Delridge station all severely impact the Delridge neighborhood in o Loss of single-family homes o Homes not demolished are in close proximity to 100+ foot tall guideway o All station options from a walkshed perspective are limited in service to north Delridge rather than the heart of Delridge • Both Avalon and Junction areas received the benefit of tunnel analysis while no tunnel options were considered in the DEIS for Delridge; this does not appear equitable Avalon Station: • The station proximity of the three stations in West Seattle is comparable to the downtown stations, which is the only other location in the sound transit network with this kind of station density, and West Seattle is obviously not as dense (and is never projected to be as dense) as downtown. • The ridership projections for the Avalon station grossly underperform the other two West Seattle stations and by their own projections would be the station with the lowest ridership in the entire Sound Transit Network. • More than 2/3 of the projected Avalon walkshed is captured by the Junction or Delridge station walksheds. The Avalon Station lies within the Junction walkshed, making it completely redundant. Sound Transit has also acknowledged that network ridership would not change without the Avalon Station.	Charlie Able

	• The Avalon Station adds significant cost as well as slows train service, further lowering potential ridership for other stations in the area. • I would strongly encourage Sound Transit to permanently “postpone” the Avalon Station, shifting all related cost-savings towards a long-tunnel option. Future Planning: • Because a public process involving the Seattle Planning Department will not occur until stations and routes are selected, metrics are inherently quantitative and do not receive the discussion and feedback allowing them to also be viewed through a qualitative lens. For example, no part of the process asks which station location works better for future neighborhood planning aspirations. • Sound Transit has not presented any real vision for what southern expansion of the light rail network would involve. Selection of options if the Junction without understanding how Sound Transit intends to proceed south seems very shortsighted and highly prone to limited expansion options in the future.	

04/27/2022	WSBLE Draft Environmental Impact Statement Comments c/o Lauren Swift Sound Transit 401 South Jackson Street Seattle, WA 98104 Re: Comments of Grant Wojahn, friend of Pioneer Square on the Draft West Seattle and Ballard Link Extension (WSBLE) project draft environmental impact statement (EIS) Dear Ms. Swift: Thank you for considering our comments on the draft EIS. Our letter focuses on the impacts and mitigation for the Chinatown-International District ("CID") segment, station and track alignment because that is the part of the larger WSBLE project that directly affects our interests in Pioneer Square. All alternatives for the C-ID segment will be within the boundaries of the Pioneer Square Historic District or directly abutting it. Construction of all alternatives will have significant adverse impacts on Pioneer Square. I echo the comments, issues, and mitigation ideas suggested in the letter submitted by the Alliance for Pioneer Square, and I offer the following comments specifically related to my own review. I used to work for a large employer in the Pioneer Square neighborhood and I know the effect the project will have on the organization and my friends that still work there. I feel as though the mitigation ideas that the Alliance is putting forward will help with the livability of the neighborhood during construction. I reiterate what many have already said to date: I believe Sound Transit should study the Fourth Avenue shallow station (CID-1a) alternative further, to reduce impacts to transit and traffic, seek to shorten construction duration, and reduce costs. I believe this alternative meets more of the regional long-term transit needs than the other alternatives. It centers the new light rail station within the existing transportation hub, closer to more existing transportation, transit, and event facilities, offering greater opportunity for infrastructure development that benefits the whole region, not just Seattle. I request that Sound Transit communicate any alternative development studies and findings as soon as possible, and well before any formal NEPA or other environmental documents are published. I look forward to working with the Sound Transit Board of Directors, Sound Transit, and our City of Seattle officials to inform the decision to select the right preferred alternative for this once-in-a-generation regional project. Sincerely, Grant Wojahn, friend of Pioneer Square	Grant Wojahn

03/15/2022	the subjects: king street neighbouring unity Dear respect the council of Seattle and dear respect the Sound Transit: My name is Liu Dongdong, you can call me Bob in english name, although i am not a fat, but this english name is so short, easy to remember. I come from the mainland of China, live in an old city, Nanjing, in jiangsu province. I saw the weibo in Chinese about the news of the construction of the famous ChinaTown. I found that the plan was over complex, too much things involved in, old buildings, old streets, poor people asking for too much, costs up quickly, difficulties on moving people out of there. Here is a new idea and plan to make things easier, here is a Chinese word:"?????", in english, it means moving pay form the government makes you big money, so all the poor people rushing to move out of there. If the plan was rebuild here, the China Town, all the people will be happy. If the China Town becomes a best-visitor again, fresh new, it is worthy to spend the money here. There is a Chinese word, "??", the layout, it won't and can't be small. The China has changed a lot, its elements become: rich, luxury, green, technique. The China Town in USA, can't lose, right? It must and will have the modern elements of the China for the asian Chinese people who live in USA, to keep the country have the leadership around the world. Newly built buildings, crowds in the streets, businesses developed, that's the new asian community of the USA. Here is my sincere ideas: I suggests that to rebuild the China Town, to build a huge Chinese luxurious garden, like the place here: the Garden Expo park in tangshan, Nanjing, jiangsu province. Then build modern office buildings around the Garden, and with a modern mall and a big supermarket and a lot of parks. People who work here will visit the garden or the mall or the supermarket to buy something and sharing beautiful sunshine at noon and the fresh clean air. The train station will help the people who work here go to work and go back home convenient. Crowds make the money and the future, beautiful sights and easy life conditions will raise up the local property market. At last, if you like my ideas, you can ask for more details or more other detail suggestions if you wish, thank you for reading my e-mail. Best wishes! your sincere liudd. from Nanjing, jiangsu, China	Liu Dongdong
04/22/2022	"Hi, I'm calling about the Ballard Extension. My name is Julie, and I am definitely not in favor of the 14th Avenue options both of them because it cuts off all kinds of communication with Ballard Food Bank, which just recently opened. Trucks will not be able to come and go. It will be very difficult with all the construction for our clients to come and go. And so, 15th Avenue would be much better, and it looks like by your map, it makes a whole lot more sense because it displaces a lot less in general, OK, thank you."	
04/26/2022	"Hi, my name's Catherine Gu, and I'm here to comment on the sound transit plans to build a new station, I believe, in the Chinatown International District.And I wanted to mention that Chinatown has been such.There are so many small local businesses veteran home to Chinatown, and obviously it's a huge attraction for a lot of other people to look beyond that. All the locals that live there would be moving out on so much business. They're be so many small businesses closing. And it's not just all about corporations, obviously.With in, with this major decision coming up, if you want to think about the future, you think other people, and that doesn't just include the vast majority of corporations and things that also affects so many small businesses in so many families that live in Chinatown. And I just can't stand to see this happen. I can see that there is there are five different options for that. I just know that the one on Fifth Avenue would greatly, it would be such a tragedy to see so many small businesses shutdown.So I just wanted for my comment in there, and I'm sorry again for rambling and not being as I would like to be. But my e-mail is, C A T K G U at gmail dot com. Again, I would love to know the update for the Thank you and have a good day."	Catherine Gu

04/27/2022	Sound Transit planners, Please do not put the new light rail station on 5th Ave in the ID! Although all options will affect this neighborhood, the 5th Ave options will have significantly more detrimental impacts that this neighborhood (after a history of construction impacts, xenophobia, hate crimes, and the pandemic) should not bear. I am particularly concerned about the harmful impacts that are outlined in the documents attached. Tera Oglesby 1005 E Spruce St, Seattle, WA 98122	Tera Oglesby
04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Annie Xia, and I am a member of the Seattle community. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Annie Xia	Annie Xia

04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Aleenah, and I am a member of the Seattle community. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Aleenah Ansari (she/her/hers)	Aleenah Ansari
04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Tilia Fu, and I am a member of the Seattle community. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Tilia Fu	Tilia Fu

04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Angie Kong, and I am a member of the Seattle community. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Angie Kong	Angie Kong
04/28/2022	Please do not take the 5th Ave option, where it will have huge impacts on 3 neighborhoods. Further, Chinatown has had a long history of being pushed out, particularly when the land becomes available. The CID is a historical neighborhood and should be preserved as such. Sincerely, Irene	Irene
04/28/2022	To Sound Transit Board Members and Seattle City Council Members, Full closure of King Street, S. Weller and 5th Avenue for several years, with increased noise & air pollution, dust, dirt, vibrations in the CID is unacceptable. Not to mention disruptions to 30 immigrant businesses permanently closed or forced to move due to 5th Avenue construction. Seattle's Chinatown ID is a historic area rich with immigrant culture – an asset to Seattle that must be protected. When my family first immigrated to the US, they found community in Seattle's Chinatown. This is where my dad learned English. This is where my grandpa began his career as a chef. This is where we gather to have weekly dim sum. Construction on 5th Ave would not only disrupt the community and local businesses, it would severely lessen the quality of life of all those that live here, especially our seniors. Over 300 businesses that have already been battered by the pandemic, higher than ever anti-Asian hate crimes, and criminal violence would be further disrupted by building on 5th Ave. This would also endanger the lives of 1,200 elderly by blocking access/egress for emergency vehicles with street/sidewalk closures and detours. Sound Transit, take 5th Ave off the table. 4th Ave Tunnel Station avoids 5th Ave impacts! Move Forward on 4th! Sincerely, Jessica Lee	Jessica Lee

04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Vivian Hua, and I am a member of the Seattle community. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Vivian Hua	Vivian Hua
04/28/2022	We, the undersigned residents, community members, and riders along Sound Transit WSBLE routes, urge you to choose 4th Avenue for the new Chinatown ID/SODO station. A 5th Avenue route would devastate community and economic life for 1,200 frail elderly, residents, thousands of children and youth in daycares, schools, youth programs, and harm nearly 300 immigrant businesses in Chinatown, Japantown and Little Saigon. According to Sound Transit, the negative impacts are: full closure of S. King Street, S. Weller and S. 5th Ave, direct demolition/construction noise, air pollution, gas, water, electrical shut offs, loss of property by owners of color, displacement/permanent closure of businesses.	Raymond Chan
04/28/2022	To Sound Transit Board Members and Seattle City Council Members: My name is Tiffany, and I am a member of the Seattle community. Along with hundreds of others, I am urging Sound Transit to move forward with the 4th Ave option, NOT 5th. We want the 4th Ave tunnel station to avoid 5th Ave impacts! To name a few consequences of 5th Ave option, there would be the full closure of King Street, South Weller, and 5th Avenue for several years, with increased noise and air pollution, dust, dirt, and unsettling vibrations for the CID. This harms CID residents, businesses, schools, daycares, and other programs that serve thousands of people -- from youth to elders, from residents to visitors. 5th Avenue construction would also cause enormous disruption to 30 immigrant and refugee businesses to permanently close or be forced to try to move, when these businesses have already been battered by the pandemic and higher-than-ever anti-Asian hate crimes. These are completely unacceptable consequences. A 4th Ave tunnel station avoids these 5th Ave impacts, so please: I am urging Sound Transit to listen to the people, take 5th Ave off the table, and #MoveForwardOn4th. Thank you for your time. Sincerely, Tiffany	Tiffany T
04/28/2022	My name is Tu Pham. My e-mail is Mr.TuPham@yahoo.com. I vote for the 20th Avenue, Ballard Station.That would be the smartest move. And the phone number is (206) 427-2325. Thank you.	Tu Pham
04/28/2022	My name is John Pham. My e-mail is john.tu.pham@gmail.com. My number is (206) 427-2325. I vote for the 20th Avenue Ballad Station, the historic site. Be the smartest move ever. You guys have got to do it. Bye	John Pham
04/22/2022	Talking about building a train in west Seattle is very important for us. I'm excited for building it and welcome that as a resident at Highpoint since 2010. Thank you.	Ismael Mohamud

04/28/2022	Hi, Erica Mahony, 3229 Southwest Genesee Street in Seattle, Washington, 98126. And, I can also be reached via e-mail, Erica.Mahony@gmail.com. Regarding the West Seattle neighborhood DEIS letter. I know this is closing tomorrow. I'm a recent widower. My home was vandalized where there were six broken windows a couple of Mondays back starting at 1:30 in the morning. I resided on Southwest Genesee Street for, goodness, going on 18 years. My husband and I have reclaimed this property. It was an estate sale, it was built in 1925. It's no longer Maybury, but living right at the bridge deck, where the bridge has been shut down, how the neighborhood has changed over the years. I would love to just drive a stake in the ground and just say, You know what? It's kind of like Up. I know you can't buy your view, but it would be nice not to be forced out of eminent domain. So in regard to the plan proposal, I am way behind when my neighborhood off of Southwest Avalon and Southwest Genesee 32nd Avenue Southwest did a walk through, I was dealing with actually ensuring that my house was safe and sound with the elements and...	Erica Mahony
04/22/2022	Prefer 4th options, if the BOA building got displaced, it would be very inconvenient for the residents who goes here. I usually go to BOA to pay bills very often.	
04/28/2022	To the Sound Transit Board and Seattle City Council: We, the undersigned residents and community members along Sound Transit WSBLE routes, urge you to choose 4th Avenue for the new Chinatown ID/SODO station, preferably 4th Avenue Shallow Station Option (CID-la). Firstly, we find that Pages 27 and 28 of the Environmental Impact Statement draft significantly neglect the importance of preserving the historic and cultural relics of Chinatown. The only related information we can get from the text is "Prior to publication of the Final Environmental Impact Statement, historic areaways within the area of potential effects for the Preferred Alternative will be identified and documented, and evaluated for potential National. Register eligibility." Such information is too vague to help us make an informed decision on which station option will least harm Chinatown's historic and cultural properties. However, based on common sense, we know the two 4th Avenue Options would cause less adverse effect on historic properties since they are one block away from Chinatown. Secondly, choosing the two 5th Avenue Options (CID-2a and CID-2b} would devastate the community and economic life of Chinatown, one of the most vulnerable communities in Seattle. It would make life even more struggling for the 1,200 frail elderly, small business owners, residents, and thousands of children and youth who are still trying hard to battle against the Covid-19 impacts; private schools and youth programs may have to be shut down; nearly 300 immigrant businesses in Chinatm.•m, Japantown and Little Saigon may face displacement or even bankruptcy. According to Sound Transit, the negative impacts include: full closure of S. King Street, S. Weller and S. 5th Ave, direct demolition/construction noise, air pollution, gas, water, electrical shut offs, loss of property by owners of color, displacement/permanent closure of businesses. Choosing 4th Avenue Options means bettei preservation of the historic and cultuial pmperties and wellbeing of all the residents, these are priceless. That's why we urge you to choose the 4th Avenue Options. [See document for petition signees]	Seattle Chinatown International District Preservation and Development Authority (SCIDpda),Nihon machi Terrace Apartments,Eastern Hotel Apartments
04/22/2022	Prefer to build the station on 4th in CID segment. IF the station is built on 5th, the BOA building has to be displaced and that would be a big concern for the Bush Hotel.	
04/22/2022	Prefer 4th Avenue. 5th many homeless concerns safety if the station built on 5th. (Hing Hay Park, many homeless).	
04/22/2022	Let the trains and buses come on time or at least wait until the exact time.	
04/22/2022	Please fix or replace the elevator and escalator system, or change companies.	
04/22/2022	So wonderful to see a city (Seattle) planning for the future. So many cities other cities are stuck in the past. The transit and light rail solution being implemented will pay huge dividents for the next hundred years, and set Seattle apart as a leading metropolis.	

04/22/2022	I believe it is useful and I welcome it. I do not ride but it is very useful for people who ride	Abdullahi A Hassan
04/25/2022	[Translated from Spanish to English:] I would like not to disturb Mother Earth with tunnels and excavations. If possible, build it above ground or in the air with solar energy, and try not to use oil!!! Also, we need a train that travels from north to south and east to west with a central hub in the middle.	
04/25/2022	[Translated from Spanish to English] My opinion is that it is good for everything so that people can travel more with less traffic. Also, that it would cost less. Thank you.	
04/25/2022	[Translated from Spanish to English] I think it is a great idea to travel by train and that it should be expanded so that more people can use this means of transportation and have an easier way to go from one place to another.	
04/25/2022	[Translated from Spanish to English] I think it's good that the Sound Transit route continues. That can prevent traffic from getting worse and it's cheaper to ride Sound Transit. Also, it will be more economical to travel all over Washington.	
04/25/2022	[Translated from Spanish to English] It is a good thing that they will add this train service that will benefit many people of low income and communities that experience little security in their lives. It should benefit everyone because we all pay taxes in this country. This project will help many who do not have a means of transportation. Thank you for taking us into account.	
04/25/2022	[Translated from Spanish to English] For me it is a good thing to expand train service. It will benefit people of low income and a sense of security for the benefit of all. We have a right to this because our taxes contribute to the country. This project will benefit thousands of people who do not have a means of transportation. Thank you for taking us into account.	
04/25/2022	[Translated from Spanish to English] We need an efficient transportation service that covers all the areas where working people who use public transportation live. The light rail systems do not help our people move forward. It also collects a lot of taxes and I do not know where it is invested. The low-income neighborhoods are forgotten. We need security, better health insurance, better schools and equal juustice for all. Politicians only use us when they are campaigning. We need to be inclusive in order to have a better world.	
04/25/2022	[Translated from Spanish to English] I think the light rail is a good thing because it is a step forward in urban transportation. I have already use it and like it very much. I agree that we should have light rail.	
04/25/2022	[Translated from Spanish to English] It is a good idea. First of all, to enable us to get to places where we can be in nature. Hopefully there will be no more damage to the environment so we can leave this for the for the future generation.	
04/25/2022	[Translated from Spanish to English] It is very useful for society and community because it minimizes road traffic and as an economic aid to transport us in daily work, comfort and family life. We hope it will continue to reach us in all places and corners of Washington.	

04/25/2022	[Translated from Spanish to English] The rail project will be a great help to move from one place to another quickly and economically. Today tourism is on the rise in Seattle and it will help tourists get to know the city using only one mode of transportation. Let's hope that in the future they will have more points of departure to travel to other cities in an effective and fast way.	
04/27/2022	Save Oasis Tea Zone! Save businesses in the CID! Build up Chinatown, Seattle, and portect the people who live here. Please do not continue displacement of local businesses and gentrificatoin of Asian American communities. Move the link extension to 4th Ave.	Kiera Lyssikatos
04/27/2022	As a frequent patron and employee in the CID, I'm appalled by the thought of the major construction that is being proposed in the DEIS options. All of the optoins would drastically alter the neighborhood and pave the way for more gentrification, destruction & loss of cultural heritage, and displacement long-term. Not only would there be major disruption during the 5-10 years of construction, but the impact to the neighborhood would last for decases after. Among the optoins, the 4th Ave options are less terrible given how vital a street 5th Ave is, but I'd like to see more options considered further from the CID.	Christopher Long
04/27/2022	The 4th Ave CID station will provide better service (shallow) while minimizing impact to the area. The Deep option does not meet the needs of Sound Transit project (accessibility). If transit isn't going to be accessible there is no point, cars become easier to use in that scenario. I care about this issue because I rely on transity be necessity and if the places I go get destroyed when it's built, I may as well stay home and spend money elsewhere. Its also, in my opinion, silly to put a second station in this area when the current one could be better with renovation. I trust that you are smart enought to design tracks that don't require a second station in a vulnerable area of Seattle. All of your materials say you prioritize environmental impact, you knew that this would cost extra when you prioritized it. If you can't spend here to minimize impact, you never cared.	Isaac Miller
04/27/2022	The Chinatown-International district is not an acceptable location for construction of the West Seattle and Ballard Link light rail extensions. The construction of the I-5 devastated the community decades ago and now the city's greed threatens to repeat the same mistake. The ventilation system alone makes the C-ID ineligible for consideration. Pushing clean air into the tunnel and pulling bad are into the streets will cause health complications for generations of C-ID residents. I live here. Humans live here. Valu C-ID residents' lives.	
04/27/2022	Hello, I've been listening to community members and formulating my thoughts on the Link extension. It seems like the people most impacted by the construction would prefer 4th Ave Shallow over 5th, even if it costs more or/and takes longer to build. More important than that though, the question posed is why construct in the CID in the first place? I'm sure there are many reasons I'm not aware of, but I'd urge you to consider not digging into the heart of the CID to being with. Thank you for your service in our transportation concerns, and I hope you take our worries about this as an expression of love for the city and its people.	Benjamin Limpich
04/27/2022	I am a longtime resident of the CID and I very much believe that this neighborhood benefits most from accessibility via public transit because local businesses depend on foot traffic while car traffic mainly causes congestions and creates a more dangerous and polluted experience for locals and visitors. I do not have a preferred option but I am of the opinion that longer construction periods will only hurt more and cause more extended disruption and delay the moment when the CID stops being negatively impacted and starts benefiting from the new access.	Juan Iglesias
04/27/2022	The 1a or 1b station would be the most beneficial to the ID/Chinatown. I-5 already cuts through the ID and we should not further displace small local businesses. If union statoin was revamped to be use more efficient, then it would attract more users.	Landyn Barnhill
04/27/2022	I believe the 1a or 1b station would be the best options for Chinatown/ID. We are better as a city when we do NOT displace residents/businesses, especially in such a historic majority-minority neighborhood.	Connor Nash
04/27/2022	Do not build it in Chinatown.	Gary Lee

04/27/2022	I am distraught that the CID-1a 4th Ave S station option would disrupt our Chinatown businesses. We cannot have family owned businesses displaced. I believe the city can explore better optoins for the citizens of Seatlle specifically in Chinatown!	Jason Jia
04/27/2022	I am worried the introduction of CID 1a and 1b causing air quality issues that not just effect the densely populated elder community, but also displaced them. If assisstance is not provided then I think it is shallow to add link extensions in the Chinatown International District.	Erykah Sierra
04/27/2022	I am worried that the construction of the link extension will negatively impact small businesses, the residents of the Chinatown neighborhood (especially elders), and the Asian American Community in Seattle. Chinatown has been a crucial pillar to my racial identity as a Chinese American. Building a new link extension in it will close down businesses and kill the neighborhood. Building the link extension will erase Chinatown as a place wehre Asian Americans can gather.	Brianna Cho
04/27/2022	Growing up in the Seattle area, I have seen the gentrification of the CID because of the various projects the City of Seattle imposese on its citizens. If the displacement of people and businesses, especially of POC continues, it's reminscent of the Japanese internment camps and Chinese Exclusion Act. The new stations and lines that Sound Transit is proposing is detrimental to the bussinesses and civillians in terms of economy, air quality, noise pollution, traffic, and more. I highly recommend not choosing the most efficient or least expensive extenions plan but opting for one that least disturbs bussinesses and the people/families that live here and have been here. Dislocating their also means erasing Chinatown's rich history and ruin the family like atmosphere in the CID.	Katelyn Hoang
04/27/2022	International District has been a sanctuary for all Asian americans - specifically east and southeast asians. The businesses here have built a reputation for themselves and among that - the workers that provide for their families work here. Why strip the culture away, the historical values of ID when there are commercial roads you can go through. People of all ethnic groups come to enjoy the culture of Chinatown at these businesses you're going to be disturbing, displacing, and/or cutting through. Please reconsider either not following through with this at all, and go somewhere that won't impact the hard work and efforts of these small businesses. Noise pollution is already a grand issue here in Seattle. Leave this community alone. I grew up here, walking with my grandma for groceries and the same restaurants you'd be ruining. How can history be restored - all this work?	Zarielie Mendoza
04/27/2022	The construction of the Kingdome & I-5 cutting through I-D in the 1970s have already caused so much permanent loss in the CID community. Though the temp impacts (traffic, construction, transit) are the longest for 4th Ave station. The permanent long-term impacts weigh heavy and will ruin the C-ID economy forever. You should find somewhere else to build it. Construction has taken advantage of this thriving residential community. If 5th Ave Station is pursued, the vent system will be centrally located in C-ID and cause 100s of years of health issues post-construction. This plan is so senseless to the population in I-D. You will accelerate the disappearance of the C-ID community forever. If 5th Ave station is pursued, you will cause many long-term Asian and Asian American residents to lose their livelihood - their businesses, their legacy. You will erase them from ever being here. The ends should not justify the means. Do not build 5th Ave just because it is cheaper and faster. You will only make the rich richer and the poor poorere, then gone.	Kayce Luna
04/27/2022	The CID would be an innapropriate place for the new light rail extension. The pollution created would shorten the lifespan of an already vulnerable community. I say no statoin in the CID there is more space in SODO for new construction. Businesses would be devastated by the currently planned project.	

04/27/2022	I am concerned about the health conditions of the residents and businesses in CID. I am a descendent of Chinese immigrants of a long time CID business owners, and a business owner myself. I am appalled at the fact that this project has been in the works for SO long and we as the community who live here are just learning about this now. What will you do to care for the elders in this neighborhood? What will you do about the irreparable impact on businesses? NONE of the optoins, CID 1a, CID 1b, CID2a, CID2b, will be good for the longevity of the neighborhood. This is the ONLY culturally significant light rail stop and you are going to kill the residents. This displacement will cost lives. ANYWHERE but the CID.	
04/27/2022	Hello ST Seattle Chinateown & Sound Transit can do wonderful things for our city if we work together. Please respect the communities wishes by building tracks on 4th (CID 1a/1b) instead of 5th. Transit is for everyone and good transit cannot displace peoples livelyhood. Lets work together and create equitable transit that energizes instead of antagonizes our vibrant community.	Emma Cooper
04/27/2022	I don't think that the Link extension should go through the heart of Chinatown ID. This will unfairly disrupt businesses and residents who work and live here every day. Chinatowns all over the U.S. have been more affected by COVID due to Anti-Asian racism and this project would contribute to a further dampening of economic activity. Furthermore, the added pollution would be even more unhealthy for the elders who live and walk in the area. Please consider the real human cost of building this project in the middle of CID. I want to be proud of this city and tell my friends about how inclusive and progressive Seattle is. Thank you.	Megan Graves
04/27/2022	No to your deconstruction because we don't see what you're making. DON"TCARE ABOUT YOUR BUDGET, YOUR REROUTES, THE SOFFOCATIONS. YOU GAVE TIMESTAMPS, SCHEDULES + REARRANGEMENTS. NO TO YOUR 4TH + 5TH PLANS. Give us our 1- 2- + 3rd BREATH OUR VOICE + OUR BODIES. OUR STORIES OUR FUTURES. NO TO THE FURTHER ESCAPADE + "SILENCE US" with a quieted comment meeting 2 then escape into your paper filled determinations. No, not saying goodbye 2 Aunty, uncle, cousin filled rooms. No 2 saying compromise + King County's taking + taking (#13 grandchild speaking)(GRANDPA KERRY) our elders, our children + ourselves deserve better than our constant erasure. Make a new plan. Make it make sense. Make it for the neighborhood or not at all!	Samantha Hilariu

04/26/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Rachel Swerdlow
04/26/2022	Magnolia people will use transit and light rail if they can get to it. Please observe the requests in the Magnolia Community Council letter of April 26. Many of the points are made to prevent mistakes in design and building. In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank operations. Marie Johnston, Magnolia homeowner	Marie Johnston

04/26/2022	Hello, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration.	Alicia Barney

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely,	Samhita Reddy

04/26/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Micky Singh	Micky Singh
04/26/2022	4.3.2.1.2 Chinatown-International District Segment Much of the Chinatown-International District study area has Mandatory Housing Affordability zoning. The City's goal for this area is to provide accessible, inviting neighborhoods that have an efficient transportation system that encourages less dependence on cars (City of Seattle 2018). DEIS fails to provide parking for those coming to shop, visit elderly relatives, bring kids to multiple activities, see the doctor or herbalist, take relatives to doctor's appointments; getting granny to the ER on a bicycle or scooter doesn't do it; parking also needed for long term tourism; needs to be a study on effects of eliminating parking for businesses. Betty	Betty Lau

04/27/2022	General Comments Tunnel options are preferred, especially in light of recent legislation allowing for local funding mechanisms; Seattle residents will pay additional costs to "build it right" with tunnel options being the clear preference for a 100+ year investment. Build for pedestrian priority. Adding several blocks from stations to core areas will reduce ridership. It's imperative that we plan for continued expansion of the system. The final deliverables must support extensions from Alaska Junction to White Center/Burien, from South Lake Union north via Aurora, and from Ballard north/east to Crown Hill (and beyond) or Wallingford (and beyond). Station Specific Comments For Alaska Junction: Prefer Medium Tunnel 41st Avenue Station [WSJ-5], but study a refined Elevated Fauntleroy Station that would reduce residential displacement and costly property takings. For SoDo: Choose Mixed Profile Station [SoDo-2] and study siting further north at the existing SoDo Station location to avoid costly post office taking. Eliminate wide-ranging pedestrian bridges (i.e., Northgate) in favor of compact station design with quick routes to surface streets. Prioritize maintaining the SoDo Busway (after construction is complete) Chinatown-International District: 4th Avenue is the best option to minimize disruption to businesses. Study making it as shallow as the existing CID station by using a shallow tunnel over the existing Downtown Seattle Transit Tunnel to reach Midtown. The transfers must be quicker than four and a half minutes. We need ease of connection between lines, Sounder, Amtrak and busses. Study utilizing the existing Union Station as this is a regional community asset that could be re-tooled to again be used for transit. Prioritize direct payments to impacted local businesses to offset loss in customer traffic during construction. We can pay these businesses' rental and operating costs during the construction period cheaper than we can build deeper, more elaborate tunnels, and with a 100+ year investment window, we need to build the tunnel correctly. Midtown station – the deep tunnel is not very workable. Difficult transfers and access between stations artificially depresses ridership. Again, stressing that these are multigenerational investments and we need to do them correctly. Make the station as shallow as possible, design the station for surface-to-platform elevators eliminating mezzanine transfers. Westlake/5th Ave station – This looks to be the busiest station in the entire system. Update the elevator and escalator plan to improve ease of use and redundancy and find ways to speed up transfers and surface access. Denny: Prefer DT-1 on Westlake Avenue. Interruptions to streetcar are not that important (low ridership), especially since Center City Connector is not guaranteed. Bus detours via adjacent streets is possible. Aim for shallower and more direct station with access on Westlake Ave. Also, do not consider eliminating either this (Denny) or the next (SLU) station – we need both as this is a dense and growing area of the city. SLU Station: move this station away from SR-99 to maximize the residential population in the walkshed. This isn't suburban Snohomish County, we need to place transit stations in the neighborhoods where people actually live – and no one lives atop SR-99. Seattle Center – prefer Republican Street. Mitigate impacts to arts organizations, preserving them on-site, increase mitigation efforts as well via enhanced landscaping Smith Cove – maintain, do not eliminate, this station. Prefer elevated Galer Street station as it offers good connections to Expedia and South Magnolia. Interbay - Advance and refine Thorndyke Retained Cut [IBB-2a/IBB-2b] and a slimmed down 15th Avenue Elevated Station [IBB-3]. Ballard – advance and continue study of tunnels; again, this is a 100+ year investment and we need to pass local-option funding mechanisms that allow Seattle residents to pay additional dollars to build a Ballard tunnel. Continue studying 20th Avenue NW station costs as this is much closer to the core of Ballard and will likely increase appeal and ridership. Out of the existing, presented options, 15th Ave is preferred. The	Austin Johnson

	line needs to be built with expansion in mind, and the 14th Ave option would be difficult to extend north due to Ballard High School. Design Ballard station for future extensions north to Crown Hill or Greenwood and east to Wallingford / U District. Finally, a movable bridge should be eliminated as an option due to possible future constraints on the system. Austin Johnson Pronouns: He/Him Commercial Appraisal Reviewer 425 Pike Street Seattle, WA 98101 206-654-9404 | 423-470-1451 (cell / preferred) austin.johnson@wafd.com | wafdbank.com Confidentiality Notice: This email and its attachments are confidential. If you received this email in error, please notify the sender and delete immediately. Thank you. Washington Federal NMLSR Company #410394	

04/27/2022	4.3.2.3.3 Chinatown-International District Segment The alternatives in the Chinatown-International District Segment would convert manufacturing/industrial center land and urban center land to a transportation use. When connecting to Alternative SODO-2, Alternative CID-2a would convert the most manufacturing/industrial land and the most overall land to a transportation use. Alternative CID- 1a* would convert the least amount of land to a transportation use. Much of the manufacturing/industrial center land that would be converted is currently vacant. Urban Center land should be converted to housing and small business uses, especially when manufacturing/industrial center land is readily available for transportation use. Explain why urban center land in a minority community is to be taken for transportation uses. 4.3.2.5.2 Transit-Oriented Development Potential by Alternative The International District/Chinatown Station alternatives under 5th Avenue (Alternative CID-2a and Option CID-2b) have TOD potential, which could include affordable housing or other kinds of equitable TOD per Sound Transit's 2018 Equitable Transit Oriented Development Policy. Alternative CID-2a and the CID-2a diagonal station configuration have considerable potential for a large-scale integrated joint development. TOD in the CID is very low if one looks at the conceptual maps because of property taken for bike storage structure, two ventilations buildings, a maintenance and communications room, station entrances and exits. Need to give dimensions of all transit related structures on appropriated property; not to mention property going out of the hands of BIPOC owners. How does that advance RET? Table 4.3.3-2. Estimated Property Acquisition Impacts on Businesses and Employees for the Ballard Link Extension Table Summary: CID 4th options business displacements 5-8, 5th Ave. displaced: 19-27; employees—up to 230 Displacements of BIPOC businesses are unacceptable. How will harms be repaired from past infrastructure projects? What guarantees are there small businesses will survive in a different cultural environment after relocation? What guarantees are there remaining businesses won't lose revenue from being in a demolition and construction zone? 4.3.3.3.3 Chinatown-International District Segment Business and Employee Displacements Alternative CID-1a* and Option CID-1b* would have the least business displacements. Alternative CID-2a would have the most business displacements, and more employee displacements compared to Option CID-2b. Businesses displaced with either Alternative CID-2a or Option CID-2b would include some retail and service businesses that serve the local community. · Explore ramifications of not having those retail and service businesses in the community; · Do a study of lost wages effects on employees and their families 4.3.3.4.1 Impacts Common to All Alternatives Negative effects of construction often include blocked visibility and reduction in access to businesses, traffic delays, noise, and rerouting traffic in ways that increase travel time. Need a baseline study of noise, traffic, dust, vibrations to compare to demolition and construction activities 4.3.3.4.3 Chinatown-International District Segment Roads would be detoured or closed as needed to construct the project However, it could require temporary displacement of less than a year of businesses in the American Hotel building at 417 6th Avenue South and the Buty Building at 402 5th Avenue South while structural improvements are made to these buildings. Roads where traffic would be diverted include 4th Avenue South, Maynard Avenue South, South Jackson Street, and 6th Avenue South for Alternative CID-2a and Option CID-2b.	Betty Lau

This list omits trolleys diverted to 7th or 8th, include haul truck routes
4.3.4 Social Resources, Community Facilities, and Neighborhoods

Add in daycares, children's programming, youth activities, schools when talking about CID, need to name the 3 neighborhoods within it as an integrated whole.
4.3.4 Social Resources, Community Facilities, and Neighborhoods

Add in daycares, children's programming, youth activities, schools when talking about CID, need to name the 3 neighborhoods as an integrated whole
Arterials: Include routes into the district; which are the main routes into CID, not just downtown
The Chinatown-International District has high neighborhood cohesion.

More analysis needs to be done on impacts of demolition and construction on neighborhood cohesion
4.3.4.1.2 Demographics

As shown in Table 4.3.4-1, the Chinatown-International District Segment population has the highest percentages of people of color, low-income people, and over-65-aged populations and of households with no vehicles; these percentages are much higher than the city average.

Need to include # of elderly non-English speakers, pre-K, school children, youths in the various school; profile of visitors, clients, patients coming for medical care or to visit.
4.3.4.1.4 Social Equity

The City of Seattle's 2016 equity analysis found that there is a high displacement risk in the Chinatown-International District. Access to light rail is one of 15 factors for displacement risk and 1 of 13 factors for access opportunity.

Sound Transit not looking at CID residents and businesses through an equity lens in continuing to present "evidence" that shows 5th Avenue is the best route.

4.3.4.3.3 Chinatown-International District Segment
Long-term neighborhood impacts would occur in the Chinatown-International District Segment due to property acquisitions for the station entrances. Long-term neighborhood benefits include increased access to light rail serving different parts of the city and the region. Because the number of acquisitions would be relatively small and would not include major social resources, community facilities, and the project would be underground except for station entrances and on the edge of the neighborhood along existing transportation and transit facilities, the project would not directly impact neighborhood cohesion.

How do long term benefits translate to benefits for displaced BIPOC businesses and residents?
Produce the evidence "the project would not directly impact neighborhood cohesion."

4.3.4.4.1 Impacts Common to All Alternatives

Construction activities that would temporarily affect neighborhood quality in adjacent areas would include:

- The presence and movement of equipment and materials to and from construction areas
- Clearing, grading, and exposure of soils
- Construction lighting for nighttime work
- Storage of construction materials onsite and at staging areas
- Road closures, access changes, and detours

Increases in noise, dust, and traffic congestion, as well as temporary road or lane closures and detours, would occur along the project alignment and at staging areas and may affect people using some community resources. Visual impacts of an active construction area, such as construction equipment and fencing, would occur.

Temporary road and lane closures on arterials would affect neighborhood circulation and access to and from study area neighborhoods.

As part of roadway closures during construction, sidewalks would be closed or the sidewalk width could be reduced within the construction areas along the impacted roadways.

	What are the mitigations for above?	

04/27/2022	Greetings, In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NW Consider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements. I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines. For all stations: Metro circulators must run at frequencies to connect with light rail schedule, and respond to demand Minimize transfer time from transit to platform Avoid transit plans that require pedestrian crossing of major thoroughfares For Smith Cove (SIB-1): Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore. Locate station on West side of Elliott Minimize size, if elevated station, over Galer flyover/Magnolia Bridge Ensure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connections For Interbay Station (IBB-2b): Station must be proximate to Magnolia peninsula for emergency access in event of bridge failures Station must lead to Ship Canal Tunnel No pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. W Ballard station Ballard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard. Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank. Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban Village Re-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridges Thank you for your consideration. — Mark Linsey marklinsey@yahoo.com	Mark Linsey

04/27/2022	Greetings,In order for the Interbay-Ballard segment of ST3 expansion to be successful, it must be located where residents and businesses can access it, and it takes us where we need to go. A tunnel under the Ship Canal is imperative, and a Ballard tunnel station at 17th, 20th, or 22nd Ave NW makes sense. Re-open the study of a Ballard tunnel - Thorndyke portal station at 17th, 20th, or 22nd Ave NWConsider continuation of tunnel route from Seattle Center through Smith Cove, and Interbay to Ballard to avoid avoid construction, traffic, park, noise, view corridor impacts, and residential and business displacements.I oppose any consolidation or deletion of stations in the Interbay segment. I encourage Sound Transit to achieve cost savings by minimizing the size of stations, entry plazas and mezzanines.For all stations:Metro circulators must run at frequencies to connect with light rail schedule, and respond to demandMinimize transfer time from transit to platformAvoid transit plans that require pedestrian crossing of major thoroughfaresFor Smith Cove (SIB-1):Approach station by tunneling under Elliott. Elevate train on Elliot will be an eyesore.Locate station on West side of ElliottMinimize size, if elevated station, over Galer flyover/Magnolia BridgeEnsure that buses pick up and drop off on west side of Elliott - no pedestrian crossing at Elliott for bus connectionsFor Interbay Station (IBB-2b):Station must be proximate to Magnolia peninsula for emergency access in event of bridge failuresStation must lead to Ship Canal TunnelNo pedestrian crossing at Dravus for bus connections. Design so all buses and passenger car pick-up and drop off on north side of Dravus or on 17th Ave. WBallard stationBallard station should take us to where we want and need to go: medical center, dining, shopping, Historic Ballard.Avoid 14th Ave NW alignment - it disrupts Ballard Food Bank.Re-examine and complete study of Ballard 20th Avenue Tunnel-Thorndyke Portal to recalculate right of way and real estate costs, benefits transit-oriented development, and increased ridership from Ballard Urban VillageRe-examine and study of Ballard 20th Avenue Tunnel-Thorndyke Portal to assess BIRT study plans for retrofit or reconstruction of the West Dravus Street and West Emerson Street bridgesThank you for your consideration.	Wendy Jones

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during the Covid pandemic it has found additional ways to continue serving the community as the local BIPOC family that owns the hotel temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing, all of which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works, but also lives, in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated in the neighborhood and forever changing the fabric of the community. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Rahul Misra	Rahul Misra

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Gawin Tsai	Gawin Tsai

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Seneca Shafer	Seneca Shafer
04/27/2022	Greg Kuhn 3602 37th Ave W Seattle, 98199 I favor the 14th Ave tunnel plan. Sent from my iPad	Greg Kuhn

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Nihar	Nihar Naik

04/27/2022	Manager DEIS Comments, I am a Ballard homeowner and daily transit user and I'm writing to ask Sound Transit to put riders first in the design of the Ballard-West Seattle Link Extension. I am writing to submit my comments to Sound Transit's Draft Environmental Statement Do not eliminate any stations from the voter approved ST3 plan. Doing so would break trust with voters and hurt the ability of Link to meet our future transit needs. Make stations as shallow and easily accessible as possible to promote shorter transit times and easier bus transfers. As a city dweller, the light rail is most useful to me for short trips and I'm concerned that excessively deep stations will decrease the utility of Link for short trips due to excessive time required to reach the platform. Prioritize escalators and elevators that work quickly and reliably. Sound Transit has a terrible recent track record on this which is already impacting usability of the newest Link extension. Failing to remedy these problems will have a long lasting effect on Link ridership. Prioritize short transfer times that minimize walking and vertical travel. In particular: In Ballard: reopen additional study of 20th Avenue Station/Thorndyke Tunnel Portal alignment. In Interbay: build Thorndyke Retained Cut [IBB-2b] for a tunnel to Ballard. In Smith Cove: build the preferred Galer Street Station/Central Interbay [SIB-1]. At Seattle Center: build the Republican Street Station and work to mitigate impacts to arts organizations as much as possible. In SLU: Reject both presented options, study a Westlake or similar alignment oriented north-south within SLU boundaries and as centered on South Lake Union as possible. At Denny: build Westlake Ave Station [DT-1] to line up with a SLU station on Westlake further north, but update vertical conveyances and aim shallower. At Westlake: build 5th Ave Station [DT-1], but update the elevator and escalator plan to improve ease of use and redundancy and additional find ways to speed up transfers and surface access. In Midtown: build the station as shallow as possible, design the station for surface to platform elevators, build in ample elevator redundancy, and use modern interfaces to ensure nearly seamless elevator use. In Chinatown/International District: throw out deep stations and open additional study for a shallower station on 4th Avenue, similar to option CID-1a, to improve transfer times at this critical regional transportation hub. In Sodo: choose the Mixed Profile Station [SoDo-2] and study construction further North, at the existing SoDo Station location to save the SoDo busway and avoid the Post Office's facility. In West Seattle, Avalon, and Delridge: build WSJ-5 and study a better Avalon station to allow better options than DEL-6 next to a cement plant but connect Delridge to WSJ-5. 5. Plan to accommodate future growth and expansion of Link beyond ST3. In order to future proof our growing system, we must design for expandability in four locations: (1) South Lake Union must be designed to accommodate future expansion to the north (up SR-99/Aurora) and to the east (replacing the King County Metro 8 line). (2) Ballard station must be built for expansion toward the north (Crown Hill/Greenwood/Lake City) and to the east (Ballard/UW). (3) The new SoDo station must allow for future expansion south to Georgetown, South Park, SeaTac, and Renton. (4) Midtown must be designed to accommodate future expansion to the east along Madison St. (5) West Seattle should be built for future southern expansion to White Center and Burien. Thank you for your review of these comments. Lyndon Judge lvjudge1@gmail.com 1516 B NW 57th St SEATTLE, Washington 98107	Lyndon Judge

04/27/2022	?Dear Sir or Madam: All of the Sound Transit options for the Transit Hub in the Draft Environmental Impact Statement will adversely affect and encroach into a City of Seattle designated Historic District, Chinatown/International District. This neighborhood is an important cultural asset to our city and region and must be preserved and protected. Please consider other locations and options farther south away from the CID that do not impact this important historic landmark district. All the 5th Ave options are unacceptable and would devastate the CID. Although the 4thAve options will seriously impact the CID, this would be preferable over the destructive 5th Ave. proposals. Best regards, Jill Bullitt 1614 20th Ave E Seattle, WA	Jill Bullitt
04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Samir Patel	Samir Patel

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Sarah Kopelovich, PhD Seattle resident and Light Rail rider	Sarah Kopelovich

04/27/2022	Dear Sound Transit Board, I am writing today in response to the West Seattle and Ballard Link Extension (WSBLE) Draft Environmental Impact Statement (DEIS) with a particular focus on the South Lake Union station. Civic Hotel has been serving the community since 1962. Even during a pandemic due to Covid it is still serving the community. The local BIPOC family that owns the hotel has temporarily converted the building into an emergency shelter with King County. Not only has it been helping to house our homeless population during this pandemic, it has also helped and allowed a number of people to transition into permanent housing. Which has been documented in the University of Washington study. It is the type of business we want to have in our community that will be displaced. To acquire and destroy this property, you would be displacing the livelihood of a family of color that not only works in the city, but also lives in the city. You would be destroying one of the few last remaining buildings that is still family owned and operated and forever changing the fabric of the neighborhood. Further, this route also negatively impacts access in and around Seattle and South Lake Union. The off ramp from SR-99 onto 7th Ave N already creates a backup on SR-99 all the way up to Ship Canal Bridge, and traffic wanting to merge onto SR-99 N and S backs up all the way down 6th Ave N and 7th Ave N. As the population continues to grow and offices start to bring back employees, this will only get worse. To block the intersection of 7th Ave N and Harrison St for 18+ months off and on, means you will be blocking the off ramp on SR-99 S before entering the Bore Tunnel and the onramp to SR-99 N. This will have a considerable negative impact on traffic congestion given the route blocks access to a major freeway and will only push street traffic back to Mercer and Denny, two roads that are already heavily congested. Request: Acquiring the Civic Hotel should be a non-starter for the South Lake Union station. Not only because it will be displacing one of the last few family owned and operated businesses in South Lake Union, but the adverse traffic impacts during and after construction are untenable for the neighborhood and the region. Advance the Harrison Street station by exploring alternative locations such as the corner of 5th Ave N and Harrison St and the corner of 7th Avenue N and Thomas Street. Alternative options that don't displace minority owned local businesses should be considered and locations that avoid large traffic impacts during construction. Especially traffic impacts that block access to SR-99, I-5, and the East West arterials in the city (Mercer St, Harrison St, Denny St, Madison St). Sincerely, Nikhil Misra	Nikhil Misra
04/27/2022	When I lived overseas for 3 years 2014-2017, I was watching my friends' snapchat stories of their times in the Chinatown-International District back home. As a Filipino American, i was especially excited about the opening of Hood Famous Cafe & Bakeshop. Finally, a major Filipino business was back in the C-ID neighborhood. When I found out that Hood Famous would be impacted and its surrounding businesses will be demolished, I was devastated. As one of the last Filipino landmarks, I felt like my heritage didn't matter, and all these places me and my friends loved and enjoyed didn't matter. Like Richard said, it's all connected. I love the C-ID for its history and acknowledgment of so many Asian communities. Please do not build the statoin on 5th Avenue at all, and 4th Ave if it's avoidable. Do not build CID21, CID-2a Diagonal, or CID-2b.	Auriza Ugahno
04/27/2022	Opposed to any displacement this project will cause in this neighborhood that's already struggling. Do not place this station in Chinatown! We don't want it here. Unfair to disrupt the last ethnic neighborhood in Seattle.	

04/27/2022	How is Sound Transit going to prevent gentrification and displacement with this station? Is there a gentrification / displacement study? If Sound Transit is committed to ending systemic racism, then what are they doing to prevent it. Developers shouldn't be allowed to opt out of affordable housing. These developers and city should guarantee housing for those who community life here. What other transportation options can help supporting for the increase of population growth? If Sound Transit can't help stop gentrification/displacemeing then the station shouldn't be built.	
04/27/2022	It's important to me that Chinatown-ID NOT be a construction site and for the city to look into other options. Since the coming of Asian-Americans and other folks of color into Seattle, we've been displaced, red-lined, and pushed to an "unfavorable" area. We've been impacted and forced to condense the space we take up (I-5 & Kingdome, etc.). Chinatown-ID is my home - it's our home. This is where my grandparents & my dad opened their businesses + built community - felt at home when they had to leave their homes (China & Vietnam). This is a place where I would come every day after school to get boba, to feel at home, whereI uncomvered more of my identity, found pride in my identity. The C-ID is a cultural hub where we've had many dance battles, family gatherings, rallies, festivals, and more. Please do not further cut our neighborhood, displace our elders, kick out our businesses that have been spaceholders for us, and pollute our neighborhood. We are tired of experiencing systemic racism. Do not break our home. Please listen to us.	Tracey Wong
04/27/2022	I worry about the impacts that the 5th avenue stations CID-2a-c would have on the people, businesses and culture of the Chinatown International district. While I believe the 4th ave options CID-1a/CID-1b would still be harmful they are preferred. The CID has already been gouged by I-5, to add disruption with the 5th avenue statoins displacing 18+ businesses each and many more residents would cause a lot of harm to a community that has already been impacted enough. As a Japanese american during a period of increased Asian hate the CID has been one of the few places in Seattle where it feels ok to come together as a community and embrace my identity. Again, the 5th ave stations (CID-2a-c) would gouge this community and distrupt one of the, in my opinion, greatest parts of Seattle. I implore Sound Transit to not only consider the cost of building this station financially but to elevate and value the human costs of propsed CID 2a-c. Please show the people of Seattle, and specifically our Asian communities, that you value our businesses, our history in Seattle, our elders, and our community, by not moving forward on CID 2a-c.	Andrew Asakawa
04/27/2022	Why have the hub here within a vibrant community - why not move the project to a more industrial area or near the stadiums where parking is more accessible. Example - north gate station is a "hub" where metro buses feed in + out of area. The link at the university of Washington is near to stadim, not in the middle of community. I use the bus/metro all the time - conditions are on the perimeter of communities - not impacting small businesses. 2. 4th Ave option is the "poison pill" over 5th Ave. Best option - scrap the CID plans + move the project outside community. 3. Moving the project into CID has overtones of historically destroying neighborhoods running freeways through communities of color, low income, etc. The CID is a historical area that should be protected. It is unique and precious to Seattle.	Sage Miller

04/27/2022	Chinatown will not recover. Final EIS - My grandmother + mother grew up in CID. They are both (4th + 5th)(or 5 other) options assigned to the CID? I-5 tactics resurrected and reinacted! 2000 page drawings/plans designed by so-called experts with little knowledge and connections to the history of the community/neighborhood. Asked for input after drafted. 10+ years of construction. Pollution threatening seniors in walkers, school children, sm businesses. ([inelligible] deserve children waiting for school buses at 8:00 across from Hing Hay Park). Time to put Hub elsewhere Were our seniors polled to see if they would use this transit hub? Why does CID have to live with this for 100yr.	Sue Kay
04/27/2022	CID has 1) lowest tree canopy & 2) lacks open spaces like other neighborhoods. 3) It is the neighborhood with most pollution. Thank you I-5. Let's not repeat the racism #stopthistrain #stoprailroadingus. #saveourhistoriccommunity!	
04/28/2022	WSBLE Draft Environmental Impact Statement Comments c/o Lauren Swift Suond Transit 401 S. Jackson St Seattle WA 98104 Dear Ms. Swift. Thank you for the opportunity to comment on the DEIS for the West Seattle and Ballard Link Extension (WSBLE) Project. My background is grounded in communty building and the Seattle Freeway Revolt: =Central Seattle Community Council Federation staff -President of two Seattle Community Councils -CARHT (Citizen's Against the RH Thompson) For me, Chinatown/International District has been the model locally for building solidarity and dismantling racism and also fightin large publically funded projects that threaten to disrupt and destroy C/ID economies and livelihood. C/ID groups and individuals are quite clear about their needs and hopes: -Economic development, affordable housing, cultural development, education, healthcare, food sovereignty; -Acknowledging historic injustices to address systemic racism and institutional barriers; -Strong, accountable, accessible, trapsarent, and culturally appropriat solutions; -and Valuing of existing community an cultural assets "C/ID" also affirms Sound Transit and the City of eattle's commitment throuh their Racial Equity Toolkit (RET)process to: limit harmful impacts of the WSBLE Project and work with impacted comunities to identify opportunities to repair past harm; maximize connections for all users; and ensure that community shapes the decisions that impact them, through self-determination and with a 100 year vision for future generations," I support the Wing Luke Museum four summary conclusions common to all WSBLE alternatives. (Wing Luke Museum DEIS Comment to Sound Transit, dated April 26, 2022) Sincerely Allan Davis Seattle WA 98122 northwestpassages@earthlink.net April 28, 2022	Allan Davis

04/17/2022	Hi Alex, I have a couple questions about the N.5 HAR Tech Report, which I just finished reading. I think it's Section 10. It reads because of adverse impacts to historic districts leading to impacts throughout, mitigation is for entire districts. Does that mean mitigation for construction impacts is only for historic districts? The parts of the CID that lie outside the National Register Chinatown Historic District don't get mitigation? This section needs to be clarified for the Final EIS, by the way. Also, the attachments for N.5 don't open or they are missing. How can I access them? Thanks, Betty	Betty Lau
04/14/2022	I think the 4th Ave options are better given that the station locations are located closer to the two stadiums (referring to Lumen Field and T-Mobile Park). A lot of people come to this neighborhood every weekend when there's a match happening. Also, the 4thOptions station locations are geographically closer to Downtown, which would benefit crowd mobility.	
03/21/2022	This is a comment about the DEIS submitted for the West Seattle and Ballard Link Extensions (the "WSBLE"). 1. Summary of Comment. The WSBLE DEIS does not meet a NEPA requirement. Chapter 1 ("Purpose and Need") does not demonstrate sufficient need for the extremely high levels of light rail transit ridership capacity the WSBLE would provide in that corridor. 2. The purpose of the WSBLE is transporting high volumes of future commuters. The WSBLE is one of the ST3 projects. ST3 is a Sound Transit ordinance (Resolution R2006-16) that establishes corridor locations, ridership capacity levels, and other system attributes. The primary purpose of WSBLE would be to provide increased light rail system capacity for commuters: "[T]ransportation continues to be one of the area's biggest challenges with approximately 800,000 more people expected to call this region home in the next 25 years. By 2040 the region will also support 800,000 new jobs. In the past year alone, the region's population grew by 52,000 people – making daily commutes longer and more congested. In response, Sound Transit 3 provides the next phase of high-capacity transit improvements for central Puget Sound." ST3 -- Res. R2016-16 "Introduction" paragraph. ST3 also requires the WSBLE be designed for extremely high system capacity levels: 50,000 riders per direction per hour. Page C-4 of Res. R2006-16. That would be excessive capacity anywhere: "Most light rail systems in the United States are limited by demand rather than capacity (by and large, most American LRT systems carry fewer than 4,000 persons per hour per direction), but Boston's and San Francisco's light rail lines carry 9,600 and 13,100 passengers per hour per track during rush hour." (Referenced source: Hanson, Susan; Giuliano, Genevieve (2004). The geography of urban transportation. Guilford Press. ISBN 1-59385-055-7). https://en.wikipedia.org/wiki/Light_rail 3. Nothing in Ch. 1 indicates the public would need extraordinary light rail transit ridership capacity in that corridor beginning in 2037. Moreover, the projections of population growth and employment growth in Ch. 1 could not indicate sufficient need for the WSBLE. The DEIS contains no light rail ridership capacity demand forecast for that 11.8 mile corridor. Moreover,	Art Cowen

nothing in Ch. 1 indicates the public ever would need as much light rail transit capacity as the WSBLE is designed to provide.

Ch. 1 of the DEIS contains projections of employment growth and population growth:

"[Seattle] is expected to add about 135,000 people and about 150,000 jobs between 2015 and 2040 (Puget Sound Regional Council 2019)." Ch. 1 page 1-5.

That citywide population growth projection could not indicate a sufficient need for the WSBLE. Seattle's population could grow by a hundred thousand residents and rail transit demand capacity could drop from current levels. Not many of the new arrivals may be obligated to commute frequently to and from employer-provided worksites proximate to light rail stations. Any rule of thumb for estimating light rail demand from regions' population increases no longer is valid now that so many employers ended daily office commute requirements.

Likewise, that job growth projection could not indicate sufficient need for so much additional light rail ridership capacity. Many jobs no longer entail a daily commute. For example, technology businesses that have been operating productively for two years with highly distributed workforces now have teams with members that not only work from residences around this region, but also team members that live in and work from other parts of the country. The effects of increased numbers of employed persons can not be causally correlated to increased light rail system ridership demand.

Ch. 1 identifies a series of plans, policies, and reports prepared for other reasons:

the Sound Transit 3 Plan (Sound Transit, 2016)

Sound Transit's Equitable Transit Oriented Development Policy (Sound Transit 2018) and Sustainability Plan (Sound Transit, 2019),

-Sound Transit's System Access Policy (Sound Transit 2013),

an unidentified 2019 report from the Puget Sound Regional Council.

Vision 2050 from the Puget Sound Regional Council (that report was adopted in 2020, but it essentially is unchanged from the 2019 Final Draft),

the Regional Transit Long-Range Plan (Sound Transit 2014), and

an unidentified 2017 report from the United States Census Bureau.

None of those bear on the operative "NEPA need" issue, and each was prepared before March, 2020. That month transit ridership patterns fell substantially everywhere, due to reasons that persist now.

4. The DEIS disregards the substantial decrease in transit commutes over the past two years.

Jobs that require daily commutes plummeted in 2020, and commute levels to and from urban core offices have not increased much since. Those declines are quantified in a U.S. Census Bureau American Communities Survey for 2020. The Census Bureau estimated a work from home share for each state, before and after March, 2020. The percentage figures reported reflect commuting losses that occurred in the nation's largest central business districts, due to how office jobs are so easily replaced by remote working. Washington State ranked fourth-highest among the states in work from home share gain:

"The state of Washington is estimated to have ranked fourth, at 25.0% and is home to the nation's seventh largest CBD (Seattle). Metro Seattle is one of the nation's premier tech centers, in which many jobs can readily be done from home."

https://www.newgeography.com/content/007272-tentative-work-home-estimates-based-acs-2020-experimental-data

The DEIS in Ch. 1 fails to account for that strong employment trend and its negative implications for light rail transit ridership demand.

5. The DEIS disregards USDOT's admonitions against new infrastructure capital spending.

A U.S. Department of Transportation report warns local agencies against planning new transportation infrastructure capital spending absent "demonstrated demand:"

In the near term, the challenge for transportation will not be expanding capacity to accommodate growing demand but rather sustaining the infrastructure system and services so they do not diminish mobility and become an impediment to full economic recovery. Maintenance should take priority and funds should not be used to expand capacity unless there is demonstrated demand. Beyond the direct effects on travel demand from the pandemic and the behavior changes induced by or accelerated by the pandemic, secondary effects may include changes by individuals, businesses and governments in values and spending priorities as they adjust to a post COVID-19 world. While difficult to predict and highly speculative, the COVID-19 experience may well influence the ability and/or willingness of transportation consumers and transportation providers, including governments, to commit resources to transportation at the pre-COVID-19 levels. (Emphasis added).

USDOT report "COVID-19's Effects on The Future of Transportation" (2021)
https://rosap.ntl.bts.gov/view/dot/54292

Nothing in the DEIS "demonstrate[s] demand" for extraordinary light rail transit capacity in the WSBLE corridor.

6. The DEIS should have addressed the sharp drop-off in light rail transit demand here after March, 2020, as well as the fact that light rail ridership is not rebounding much here or in other U.S. metros.

Light rail ridership here is well below Sound Transit's projections. Last year ridership was about one-third of what it projected in September, 2020. The Sound Transit "Transit Development Plan 2020-2025)" projected 32,000,000 boardings in 2021, but the actual figure was about 11,500,000 boardings.

Demand for bus transit service in this region also is substantially lower. The regional bus service provider is King County Metro. Bus ridership remains down about 50% from the same month in 2019:

King County Metro's Ridership: Average Weekday Transit Boardings Chart.
https://docs.google.com/spreadsheets/d/1tFUsbWmfk3A6MdQjuxWg3JUYs7vqbSt62JRQY1V3fKI/pubhtml?gid=1914679577&single=true

All over the U.S. primarily-remote work practices replaced daily commutes on light rail to and from offices that previously had been crowded with workers using computers all day Monday through Friday. The American Public Transportation Association's light rail ridership reports show the widespread and substantial ridership reductions since March, 2020:

https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/ridership-report-archives/

Those APTA reports also show Seattle's light rail ridership fell more than in other metros.

7. The DEIS should have addressed the prevalence of primarily-remote jobs in the Seattle area.

The Federal Reserve Bank of Minneapolis analyzed key issues relating to the changing daily travel patterns resulting from remote work practices around the U.S. Here is the report's Abstract:

"We show that cities with higher population density specialize in high-skill service jobs that can be done remotely. The urban and industry bias of remote work potential shaped the recent pandemic's economic impact. Many high-skill service workers started to work remotely, withdrawing spending from big-city consumer service industries dependent on their demand. As a result, low-skill service workers in big cities bore most of the recent pandemic's economic impact. Our findings have broader implications for the distributional consequences of the U.S. economy's transition to more remote work."

"The Geography of Remote Work," August, 2021. https://www.minneapolisfed.org/research/institute-working-papers/the-geography-of-remote-work

Many residents of the Seattle region have “high-skill service jobs” in fields including tech, corporate, public agency administration, and white-collar services. The DEIS ignores this region’s residents’ large-scale “transition to more remote work.”

The existing Seattle light rail system was designed with a commute-centric purpose. It is skewed to stations surrounded by office buildings. The WSBLE would increase that bias. Now the public has far less need for stations in such locations because of what that report calls the “distributional consequences of the U.S. economy’s transition to more remote work.” Seattle’s office districts served by existing and planned light rail stations no longer are significant commuter destinations:

“The number of office workers in downtown Seattle has hovered around 25% of 2019 levels for much of the last 12 months [ ], according to the Downtown Seattle Association.”

Seattle Times, Feb. 17, 2022, “From Amazon to Zillow, Seattle workers consider getting back to office. Or not”

That Federal Reserve Bank paper also notes the disappearance of jobs for “low-skill service workers in big cities.” That also happened in this region:

Between February 2020 & December 2021, the Seattle region had [ ]: "A net loss of 54,600 total jobs ...Industries like manufacturing & hospitality have yet to recover, with respective net losses of 24,800 & 30,200 jobs"

Puget Sound Business Journal, Mar 9, 2022:

https://www.bizjournals.com/seattle/news/2022/03/09/seattle-pandemic-tech-growth-spreading.html

Many of the hospitality jobs that disappeared had been near light rail stations, including those at downtown hotels and restaurants.

The “Purpose and Need” chapter should have addressed the issues raised in that Federal Reserve Bank paper.

8. Low transit demand by commuters is expected in other metros due to factors also present in the Seattle region.

The Boston region’s workforce demographics and transportation patterns are comparable to the Seattle region’s. The State of Massachusetts analyzed issues relating to the future of work and transportation needs around Boston in a report (“Preparing for the Future of Work in the Commonwealth of Massachusetts”):

“The report concludes that changing ways of working – such as hybrid and remote work – may shift the ‘center of gravity’ away from the urban core.”

"The shifting center of gravity away from the urban core will be especially significant to Boston/Cambridge; of the 245,000 net-inflow of commuters into Boston in 2019, 34% work in roles that could be performed remotely – higher than most other cities"

"More time will be spent in residential areas as per our modeling up to 32% of workers in the state could shift to remote work 1-3 days per week, impacting the need for office space, surrounding infrastructure, & creating placemaking opportunities in residential areas"

"Within Massachusetts, the populace has been moving away from Boston & other urban areas into suburban or even rural areas, with vacation hubs such as Cape Cod & the Berkshires seeing net inflows at times when they previously had experienced population declines (Exhibit 16)"

https://www.mass.gov/doc/future-of-work-in-massachusetts-report/download

That report identifies a number of profound changes that bear on future transit ridership demand: 1) changed employment policies and expectations (work from home replacing daily commute demands), 2) new travel patterns and transportation needs throughout the region, 3) the economic “center of gravity” of the region shifting from the urban core to residences regionwide 4) static (or declining) population, and 5)

de-densification near current rail stations as suburban and exurban single family homes are more useful for highly paid knowledge workers who use extra bedrooms for home offices. The WSBLE DEIS does not acknowledge or account any of those shifts that suggest the WSBLE is not needed.

Other West Coast cities are experiencing comparable trends:

COVID shifted a substantial share of work activity to remote settings. Pre-COVID, about 5% of work was done remotely; the best estimates suggest that about 25% of future work will be done remotely. Remote work made it possible for more Californians to relocate during COVID, and it could create economic challenges in business districts like downtown San Francisco and Los Angeles. A large-scale return to office settings this year may smooth out some regional inequities, but given the changes in workplace preferences, the location of workers and businesses are likely to be forever changed. This shift will probably have an uneven impact: for example, remote work is expected to be most common in professions like IT and finance and least common in manufacturing, retail, and health.

The Public Policy Institute of California's March 9, 2022 report "How Did California's Economy Recover from COVID—and What Comes Next?" https://www.ppic.org/blog/how-did-californias-economy-recover-from-covid-and-what-comes-next/

The WSBLE DEIS avoids accounting for those employment changes and the trend of former commuters moving to residences away from urban cores that are better suited for remote working. What that report addresses also militates against sufficient light rail transit capacity demand ever arising in the subject corridor.

9. The DEIS disregards the economic and transportation changes other transit agency officials understand will decrease demand for commuter-centric transit.

Transit system officials in other metros explain why transit ridership demand is expected to decline in the future:

The nation's biggest commuter railroads are preparing for potentially permanent shifts in daily ridership, declines that in some cases could threaten their long-term viability.

The changes are based on expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides. Transit officials in some cities have shifted schedules away from traditional rush-hour periods [.]

. . .

Sebastian Petty, Caltrain's deputy chief of planning, said the agency, like the MBTA, was pivoting to focus less on the commuter market. "Our future is to be more of a regional rail provider. It's a significant challenge to our business model"

. . .

Massachusetts Bay Transportation Authority General Manager Steve Poftak: "You might come in for in-person meetings from 10 to 2, & then go home & finish the rest of your day virtually"

. . .

Commuter Railroads Face Murky Future After Pandemic

"We already know that the traditional commuting patterns have probably gone out the window," said Debra A. Johnson, CEO of Denver's Regional Transportation District

Wall Street Journal, March 6, 2022: https://www.wsj.com/articles/the-pricey-future-of-commuter-railroads-for-the-post-pandemic-era-11646575383

The WSBLE DEIS ignores all the significant employment-related transportation changes those transit officials reference. In the Seattle area the "traditional commuting pattern" also ended two years ago and demand for sufficient commuter ridership on light rail in the WSBLE arising in the late 2030's is unlikely because of "expectations that many office workers will continue to work from home at least part-time for years after the Covid-19 pandemic subsides."

	Suggestion. The contents of the “Purpose and Need” chapter of the DEIS do not indicate enough demand would arise for the huge volume of light rail transit capacity the WSBLE would provide in that corridor. If Chapter 1 is not augmented with a credible forecast of enough public need the Federal Transit Administration should determine the DEIS is insufficient pursuant to the NEPA criteria.	
04/25/2022	Ip refer the elevated structure. This will help move the project along faster. Also a perfect place to end the projecct is Alaska Junction. This will help keep transit safe and drug free! Thanks,	
04/25/2022	I support Sound Transit but I don't like when they come in like students. This must stop because we already paid the cost of the Sound Transit. I welcome a new light rail and it suppose to be done long time ago before East side.	
04/25/2022	This train is important in creations job opportunities. Provide transportation to people but you have to make sure the area is safe and there is a control on homelessness and parking usage, also preventions crime.	
04/25/2022	Environment issues we as a community will face in West Seattle is going to be having safe transit stops where crime and homeless needs to be a main priority. Since the new mayor has stepped in we have more police visibility which will deter criminals in robbing transit riders on their way to work. We need to work on not red lining the community because more opportunities coming that way. We eed to put more help give opportunities to the youth to feel involved. We need volunteer programs to keep the area clean from needles and garbage from taking over. West Seattle isn't a landfill.	Ardirchmar Mohamed
04/25/2022	Sound Transit will support community transit needs, decrease traffic, reduce the pollution. In terms of disadvantages, increase risk for safety residents especially elevated areas. I understand there is no space on teh ground back of land. It will increase rent and cost of living; displacement is my concern: I am transportation professional and I am afraid that we might lose income.	Hirsi Abdi

04/25/2022	West Seattle Ballard light rail make wasy access to travel and beyond. It's wonderful opportunity for me and my community. I don't worry about traffic congestion, downtown parking and other issues. There are businesses and high rise buildings I am concerned about displacement. we have public buses and I don't see space for Sound Transit unless elevated that will save communities. West Seattle is narrow land neighborhood. Safey is my concern and I am afraid accidents.	Fozia Comment Form
04/25/2022	Although I'm not one of the beneficiaries of this new project, I would suggest this project being implemented as it facilitates accessibility to the areas and help economic benefit by rding this Sound Transit.	Ali Comment Form
04/25/2022	I live Westwood neighborhood and I am senior. I would like to see Sound Transit in my neighborhood. That make my travel easy. Current stations on Delridge and area are not close to my areas. Sound Transit increase mobility and its affordable even long jas it takes. I am not familiar safety risk and I cannot comment.	
04/25/2022	I support the Link connection to the West Seattle.	Gulid Mohamed
04/25/2022	I am taxi driver at airport. I am supporting WSBLE though I will lose taxi business but it's good for the environmental, helps low income communities/people to travel for long trips instead of paying uber/taxi. This project should be expanded to all communities or areas in Washington. Less pollution, less traffic.	Saeed Ali
04/25/2022	Very good for small businesses and that is great. I am small business owner and I welcome such development. It has sound and would supress sound control. Less traffic with transit access to city and other neighborhoods. I have such investment.	
04/25/2022	I think skyline will be good option.	Ali Warsame
04/25/2022	I Sidi Said think that to have train coming to West Seattle is really good idea. I am really welcoming the idea of elevated is really safe for everyone. No one will lose their properties. No safety risk. I also think the train route should be on either SW Delrdige ay or 35th Ave SW because those two routes can handle better any other streets. Also, South Seattle College and other big neighborhoods like High Point, Westwood, and G-Bridge can benefit. Really needed 35th Ave can be central place for all SW addresses.	Sidi Said
04/25/2022	I live in Othello station area, but I work at West Seattle. It's good thing that public transit to be accessible to the West Seattle especially in Link at the same time I'm worring about low income community and how can they stay in their neighborhood after Link extensions or they will be gentrified.	Ahmed Ibrahim
04/25/2022	My perspective, this project isn't worth to build for few important reaons. First and foremost, is excessively expensive. Second, there's huge environmental impact since this route will go through the inner city area. There are other options such as to re-build the West Seattle Bridge and expand expansion of Ballard bridge without dislocating neighborhoods and at the same wasting billions of tax payer money. Thanks, Said Musse smusse@yahoo.com	Said Musse
04/25/2022	My concern is transit station safety especially women riders. Muslim riders get harrassment, especially women. In general, I am pro transit and access of transportation.	Burhan Comment Form
04/25/2022	Highpoint resident for 8 years. Sound Transit is really important and it will improve community mobility. There is no space in West Seattle. I welcome elevated. I have disability and it's good for my family. Thanks Abdi for reaching the community.	Osman Comment Form
04/27/2022	Hi. This is doctor Thomas Rees and my wife Janice Rees. Our e-mail number is kentrees@comcast.net, and I'm commenting about the new extension of the light rail options to Ballard. We're both volunteers at the Ballard Food Bank, and the 14th Avenue options would devastate the new Ballard Food Bank which is located on the 14th. It would require 14th being closed for three years and that is going to make it impossible people to get food. So, I'm strongly against this option and for the 15th Street option, because otherwise, you're going to put food bank in Ballard out of business. That will be devastating to our underserved and malnourished are clients. Thank you	Thomas Rees
04/28/2022	I support building the station on the 4th Ave. I oppose 5th options since it would bring adverse impact towards the built and (natural) environment, as well as impacting people's daily life especially for the people who live here.	
04/27/2022	Our Chinatown supports the 4th Ave option	
04/27/2022	Our Chinatown supports the 4th Ave option	Su Fang Juan
04/27/2022	Our Chinatown supports the 4th Ave option	

04/27/2022	Support 4th Ave option for our Chinatown	Hui Lan Huang
04/27/2022	Do not demolish the bank, put the rail on 4th	
04/27/2022	Put it somewhere close by and make it convenient. Reduce noise disruption. Establish the station name "Chinatown Station"	
04/27/2022	Convenience. Safe for riders and pedestrians. Put it on 4th Ave so there is less disruptions. Make public safety a priority with actionable measures. Call it the "Chinatown Station"	
04/27/2022	Prefer 4th Ave option. Putting it on 5th Ave will elimiate recreational/public space for seniors. Also, construction on 5th will be disruptive to the neighborhood. If construction happens at night, make sure the noise level is as low as possible. Call it the "Chinatown Station"	
04/27/2022	Support 4th Ave option	Wai Tse
04/27/2022	Support 4th Ave option	Poon Chow Tse
04/27/2022	Do not dismantle any bank, the station should go on the 4th	
04/27/2022	Do not dismantle any bank, the station should go to the 4th	Kuang Ying Mei
04/27/2022	I personally think building the station on the 4th would be beneficial to a safer environment and better environmental hygiene.	Lih Zhsiu
04/27/2022	I request building the station on the 4th Ave	
04/27/2022	Do not dismantle any bank, the station should go to the 4th	
04/27/2022	I request building the station on the 4th Ave	
04/27/2022	Do not dismantle any bank, the station should go to the 4th	
04/27/2022	Do not dismantle any bank, the station should go to the 4th	
04/26/2022	[translated from chinese] Many Chinese elderlies live in Chinatown, where it is the base for seniors to live and do things here. It would be a serious impact on our daily life if Chinatown is lost.	
04/26/2022	[translated from chinese] Against building a station in Chinatown.	
04/26/2022	[translated from chinese] The historic heritages in Chinatown must preserve; therefore, you should not build a station in Chinatown.	
04/26/2022	[translated from Chinese] The historic and cultural heritage of Chinatown must all be respected and preserved. For the sake of building a new light rail station to hurt the entire community, which we strongly oppose it.	
04/26/2022	[translated from Chinese] Except for 5th Ave, building the station elsewhere is fine.	
04/26/2022	[translated from Chinese] I go to (Hing Hay Park) the park to do exercise, play chess, bask in the sun, and play ping-pong every day, except it rains. I hope my life enjoyment won't be affected; therefore, I oppose building the light rail station on the 5th.	
04/26/2022	[translated from Chinese] Oppose building the station on the 5th Ave.	
04/26/2022	[Translated from Chinese] A large number of elderly with impaired mobility issue lives near Chinatown. If building the station in Chinatown, those businesses would move farther away, which causing us hard to fulfill our daily needs. I oppose building the station in Chinatown.	

04/26/2022	[translated from Chinese] Build the station elsewhere except in Chinatown	
04/26/2022	[translated from Chinese] No approval is needed if building the station on the 4th.	
04/28/2022	[translated from Chinese] Building the station in Chinatown would bring more homeless people to come here; consequently, it causes this place to become more disorderly. Please move the station father away from the Chinatown.	
04/22/2022	I think that light rail is an economic way for everyone that walks everyday and have jobs in Downtown. I also like it. I alos think it's safer than taking the public buses and it's way faster.	Cindy Santos
04/22/2022	I unfortunately don't care for the train. I love open transit for the community howeber it has caused far more of the homeless encampments in my area. Hopefully they are well monitored.	Denise Arevalo
04/22/2022	The trian in LA (metro - Downtown LA) is bad because it goes through crime infested, so the train has crime. It helps with the traffic flow and with helping the environemnt. However, it is not kept up.	Kristai Marie
04/22/2022	I oppose this project because it's unsafe for passengers that are attacked, violated, murdered by the antisocial criminals that the authorities let roma free to attach and destroy public and private property and citizen. Also, this project raises our property taxes, sales taxes, drivers licenses, car tab cost, and also most parts for this program are imported from foreign countries.	Anonymous
04/22/2022	I think that the lgiht rail is a good form of transportation. It help those who often times can't have access to afford a car or private translportation, also I personally think that it's safer than riding the bus, and very economic too!	Cesia Sevillana
04/22/2022	Stations are well designed and easy to travel through. I'd like to see more bathrooms or at least more accessible restrooms. I would like to see more parking at stations and maybe access to transportation that will drive up to the station from Burien. I'm happy to see the timeline shortened and the project under budget. Way to go Engineers!	Peter
04/26/2022	[translated from Chinese] For the sake of protecting the historic and cultural heritage in Chinatown, I am opposing Sound Transit to build the station on 5th Ave.	
04/26/2022	[translated from Chinese] Oppose building a station in Chinatown. It destroys buildings in the entire community.	
04/26/2022	[translated from Chinese] To preserve the original appearance of Chinatown from destruction, oppose the construction of a light rail station on 5th Ave	
04/26/2022	[translated from chinese] To preserve the original appearance of Chinatown from destruction, oppose the construction of a light rail station on 5th Ave	
04/26/2022	[translated from Chinese] Oppose the construction of a light rail station on 5th Ave	
04/26/2022	[translated from Chinese] Oppose the construction of a light rail station on 5th Ave	

04/26/2022	[translated from Chinese] Chinatown is the community we have lived in for decades or even generations. Cannot destroy our living space. Oppose the construction of a light rail station on 5th Ave.	
04/26/2022	[translated from Chinese] I only agree to build a light rail station on 4th Ave in Chinatown	
04/26/2022	[translated from Chinese] The light rail station cannot be built on 5th Ave. Less impacts on 4th.	
04/26/2022	[translated from Chinese] I disagree building a light rail station on 5th Ave in Chinatown. I have poor eyesight and can't read the pictures; I don't know where is the best location.	
04/26/2022	[translated from Chinese] In order to maintain and preserve the long history and culture of Chinatown, the architectural style, and neighborhood living habits and lived environment, we hope that every corner will be protected and cherished, and will not be damaged under any circumstances; buildings not be damaged or demolished; roads and shops not be occupied or taken. That our living space and safety will not be affected by people from various parties coming and going. We will resolutely preserve the old appearance and shops, and the traffic will not be blocked, and to promote economy prosperity. In order to allow future generations to live and work in peace and contentment, recognize the historical and cultural development of Chinatown and its contribution to society, it is absolutely not allowed to occupy an inch of land in Chinatown. Thank you for your understanding and cooperation!	
04/26/2022	[translated from Chinese] Do not build a new station in Chinatown. You can build the station elsewhere. No further comment.	
04/26/2022	[translated from Chinese] Oppose the construction of a light rail station on 5th Ave	
04/26/2022	[translated from Chinese] Not only Chinatown, choosing a place that has less impact on the residence to build the station is fine.	
04/26/2022	[translated from Chinese] I like all the living facilities and equipment that Chinatown provides that are so convenient. The light rail station should not build in Chinatown, which will hurt and affect our daily life. I oppose it!	
04/26/2022	[translated from Chinese] Strongly oppose building a new light rail station in Chinatown. It would disrupt our daily life.	
04/26/2022	[translated from Chinese] We hope to live in a safe environment with a safe neighborhood in Chinatown. Strongly oppose building a station in Chinatown.	
04/26/2022	[translated from Chinese] Against building a station on the 5th Ave.	
04/26/2022	[translated from Chinese] Against building the station on the 5th Ave, as it will severely hurt the community.	

04/26/2022	[translated from Chinese] We will no longer be able to live in Chinatown if building the station on the 5th; therefore, I am opposing it.	
04/26/2022	[translated from Chinese] Bus reroute would bring serious impact and challenge to people with impaired mobility. I oppose building a station in Chinatown	
04/26/2022	Not being able to travel to and from work. The noise + pollution it would bring to the neighborhoods. Being unsafe for children to travel to and from school. L	L
04/26/2022	Displacement concerns on small businesses: heard the Panama Hotel, a histroic building, would be affected. Public transportation is good but if businesses are to be displaced, I hope it does not include the historic ones. Also, businesses that do get displaced should be given adequate support for their newly relocated business. Thanks! (:	Michelle Villafuerte
04/26/2022	Transportation, mobility, small business closing, parking	Anonymous
04/26/2022	Housing costs Parking issues Construction impacts Displacing small businesses	Anonymous
04/26/2022	Effecting for pick up at drop off. This place is slowly not a full Asian place as where it belong and called Chinatown/International District. Will it also cost the travel fares by public transportations, etc. Thanks.	Anonymous
04/26/2022	Examples: -Concerned about construction safety -Impacts on walkways, traffic, transit -Displaced residences, businesses -Noise, dust/air quality -Relocation efforts? -Children walking home	Anonymous
04/26/2022	The West Seattle and Ballard Link will be a great help and opportunity for people moving both ways. It can move people faster and conveniently. It can avoid traffic and delay going home, going work & any other purpose of one's trip. I am grateful that this will soon be built and can be an ease to one's burden of traveling.	Anonymous
04/26/2022	[translated from Vietnamese] 5th Shallow Moving businesses/ enterprise Effective businesses 5th shallow diagonal 4th shallow	Long Bui
04/26/2022	As a CID resident I am excited for anew station but I dread the construction. Its constant noise is awful and stressful & those projects always take a long time. The longer it goes on the more awful it becomes. Those projects also usually tear up our great local neighborhood businesses - we are a real neighborhood & we need these businesses. Whichever station is built, it should minimise the effects of noise construction & remaining businesses. -John	John
04/26/2022	I am against the light rail being on south main street. There is a pre-school on the same block and I believe that the safety of children come before the installation of a light rail system.	Juanita Smith

04/26/2022	Affordable housing and safety is the main priority!	LaNecia Weatherspoon
04/26/2022	Road closures in my living place. Long walks because of construction. Safety walking to my living place. Impacts that this construction might create. Might affect my time longer going to work. Might affect my shopping places.	MT
04/26/2022	My main concern is safety. Will this change & major construction effect the stability of the building? And how the construction will effect the residents? Will there be another opportunity to give feedback once the construction has started? If so, I will think of any further questions or concerns that may come up. Thank you -	Alganesh Tewelde
04/26/2022	-Lack of other major languages: Tagalog Ethiopian languages Korean	Amanda Kim
04/26/2022	-Noise -Displacement	Amanda B
03/17/2022	I'm excited about this but also worried about impact to my neighborhood (i live on 41st). I'm mainly concerned about possible impacts to my street if they have an ST4 some day. I would love the line to stop on a main street (fauntleroy, california) so it can continue south without wiping out a neighborhood in the future. Thanks!	Carey Nickels
03/17/2022	Build the next segment to be separate from the roads so the train can go faster and cut [illegible] trains.	Saudia Yhann
03/17/2022	Excited for the extension! Hoping we can get an expanded budget to extend to West Seattle. This is very much needed.	
03/17/2022	Please add a park and ride near the sodo light rail station. The area does not feel safe to walk long distances to the station.	Marie Day
03/17/2022	I am so excited for the West Seattle Link Extension! It will make it so much easier to get downtown and the airport	Kelsey Jones
03/17/2022	We are so excited for light rail and support the elevated Fauntleroy option.	Emily Calkins
04/27/2022	A lady - senior About the vibration impact during operation, no matter it's shallow or deep options, she only cares about if the vibration would be worsen. Even now she can feel the vibration when the train arrives.	
04/27/2022	Elevators are important, must improve usability and better maintenance. Be responsive to calls. Important for the elderly!	Su Juan Chen
04/27/2022	I prefer options that don't impact Chinatown. That's it. [comment taken by Stanley Tsao]	Yaming Ding
04/27/2022	4th Ave options Yes! 5th Ave options No!	
04/27/2022	I prefer the 4th Ave Options. No big construction impacting chinatown faster and speedy construction [illegible] [Stanley Tsao]	Zhang Hou
04/27/2022	I prefer 4th Ave options. I think it's better for public safety with traffic on the other side. [comments taken by Stanley Tsao]	
04/27/2022	I pick the option of 4th shallow. It will less affect Chinatown and is good to be close to the train station. Thank you	Florette Lam
04/27/2022	I prefer 4th Ave options. 5th Ave options will impact Chinatown greatly [comments taken by Stanley Tsao]	

04/27/2022	I prefer the 4th Ave options.	Su Fang Juan
04/27/2022	For the sake of the next generation, the station should be built nicely. Should be more convenient to the people who use the train.	
04/27/2022	I prefer 4th Ave options. [comment taken by Stanley Tsao]	Jin Zhuan Wu
04/27/2022	I prefer 4th ave options, will impact me less and businesses less also. [comments taken by Stanley Tsao]	
04/27/2022	I prefer 4th options. It's easier for me. [comments taken by Stanley Tsao]	
04/27/2022	Don't destroy Chinatown! [comments taken by Stanley Tsao]	
04/27/2022	Prefer 4th. Keep and safe CID, once the CID shrink, it will go away. no matter what cost, the station should not impact the CID. No displace Bank of America	
04/27/2022	Translation: They prefer the 4th option. The station should be built far away from the CID. Concerns about air polution during construction impacting the people who live here. Don't move or tear down the Bank of America building. It would be a huge concern to the seniors. During construction, concerns about safety, and how construction debris and gravel will disturb people's daily life.	Wang Li Juan,Sou Mei Mei,Su Ping
04/27/2022	Prefer 4th, if the station build on 5th it will damage it. CID is the historic preserved place, we should protect them. ST should consider all the aspects, including the historical aspect, cultural aspect, and more, all tourists come to see/visit the CID.	Jessie Wang
04/27/2022	I prefer 4th Ave options, because 5th ave options will impact me and a lot more as a senior. [comments by Stanley Tsao]	Juan Cai Chen
04/27/2022	Prefer 4th, also to save money, the station can be built on the surface.	
04/27/2022	Use Chinese name for station Sound Problem [illegible] Too many bicycles, Chinese only has 4 streets, 3 used for bicycles. Too much NOT enough parking Prefer 5th Ave	
04/27/2022	Prefer 4th. Station should be built on the surface for the sake of saving money.	Cai Cheng
04/27/2022	Prefer 4th. There's nothing on the 4th to be displaced. Not like to the 5th. Too many businesses get impacted.	
04/27/2022	Prefer 4th. Don't impact the CID and don't impact the daily life of the residents who live here.	
04/27/2022	I prefer the 2 4th Ave options because I am concerned about construction on 5th, safety & the destruction of local businesses on 5th Ave. *Comments taken by Stanley Tsao	Zhen Tao Li
04/27/2022	Sound Transit should listen to the people and Chinese people [illegible] prefer to 4th Ave.	Ai Xih Ci
04/27/2022	I prefer the 4th Ave options. I am worried about the loss of local businesses. *Comments taken by Stanley [illegible]	
04/27/2022	I prefer 4th Ave options. Don't destroy my Bank of America. *Comment taken by Stanley Tsao	
04/27/2022	80s Seniors in CID Prefer 4th Ave Don't impact CID, don't impact Bank of America	
04/27/2022	Jan Johnson Panama Hotel - 4th Ave [illegible]	Jan Johnson
04/27/2022	Please do not build on 5th	Fuji Bakery,Emma Bird

04/27/2022	I prefer 4th Ave options because it's better for my community. I am also worried about the loss of my [illegible]. *Comments taken by Stanley Tsao	Qiu Xiang Wu
04/27/2022	I prefer the 4th Ave options. I am concerned about construction on 5th Ave. *Comments taken by Stanley Tsao	Detin Li
04/27/2022	I prefer the 4th Ave options. I am concerned the loss of my bank & local businesses. *Comments taken by Stanley Tsao	Biru Tan
04/27/2022	Improving public safety is a must	Luo Bie
04/27/2022	Prefer 4th. If 5th, too many buildings get dismantled. Even though the station is farther to the CID in the future. It doesn't matter to them. Also, concerns about the noise and air pollution during construction.	
04/27/2022	Improve security Any option is okay	Gai Yang
04/27/2022	I prefer the 4th Ave options. That's it. I am concerned about air quality during construction. *Comments taken by Stanley Tsao	Yu Tang Lei
04/27/2022	Prefer 4th. Don't dismantle don't impact the Bank of America. All the seniors use the same Bank of America and the other Chinese Bank.	Huang,Chen Jin Feng,Zhu Zhan Xiang
04/27/2022	I prefer 4th Ave options. The 5th Ave options will destroy my bank. *Comments taken by Stanley Tsao	
04/27/2022	Don't displace the bank of America	Chan Yiu Tan
04/27/2022	Have to protect China gate 5th Ave options are most convenient it's better	Jiu
04/27/2022	The station should be built on 4th. It will turn east to the 4th. DO NOT displace the bank!!	
04/27/2022	Must pay attention to economic development in CID	
04/27/2022	I prefer 4th Ave options. *Comment taken by Stanley Tsao	Yue E Huang
04/27/2022	Elevators must be improved, must improve security. I'm an elderly person.	Chen Cuideng
04/27/2022	I prefer 4th Ave options. Less impact on seniors/walking *Comments by Stanley Tsao	Cai Di Lao
04/27/2022	I prefer the 4th Ave options. Easier for me and less impact [comment taken by Stanley Tsao]	